

**APPENDIX A INITIAL STUDY/NOTICE OF PREPARATION
AND SCOPING COMMENTS**

Notice of Preparation

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814
(916) 445-0613

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of Huntington Beach

Street Address: 2000 Main Street

City/State/Zip: Huntington Beach, CA 92648

Contact: Mary Beth Broeren, Principal Planner

Consulting Firm (if applicable):

Firm Name: EIP Associates

Street Address: 12301 Wilshire Boulevard, Suite 430

City/State/Zip: Los Angeles, CA 90025

Contact: Terri Vitar, Regional Vice President
Marianne Tanzer, Associate Manager

The City of Huntington Beach will be the Lead Agency and will prepare an environmental impact report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☒ is ☐ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Mary Beth Broeren, Principal Planner, at the address shown above. Agency responses to this NOP should include the name, address, and phone number of the person who will serve as the primary point of contact for this project within the commenting agency.

A scoping meeting to discuss the environmental issues to be addressed in the EIR for the proposed project will be held on Monday, January 27, 2002. The meeting will be held at the Huntington Beach Central Library, 7111 Talbert Avenue in the City of Huntington Beach, Rooms C and D on the lower level. The meeting will take place between the hours of 6:00 and 8:00 p.m.

Project Title: Pacific City

Project Location: City of Huntington Beach, County of Orange

Project Description: The proposed project is a mixed-use visitor-serving commercial center together with a residential village located on a 31.5-acre vacant parcel in the City of Huntington Beach downtown on the inland side of Pacific Coast Highway. Major project components include:

- Visitor-serving commercial center: 400-room hospitality component (i.e., hotel) and associated amenities, and up to 240,000 square feet of commercial uses that could include retail, office, restaurant, cultural, and entertainment facilities
- Residential village: 516 condominiums
- Vehicular and pedestrian circulation improvements

Existing On-Site Uses

Reference: California Code of Regulations, Title 14 (CEQA Guidelines) Sections 15082(a), 15103, 15375.

The project site is currently vacant, although construction activities and various land uses on the project site have occurred since the late 1800s. Southern California Edison currently maintains aerial transmission lines along the 1st Street property boundary and regional 66kV transmission facilities along the Atlanta Avenue site boundary. On-site oil facilities have been abandoned and soil remediation is underway, with completion expected in early 2003.

Land Use and Planning Designations

The General Plan subarea designation of 4C applies to the portion of the site fronting PCH. It specifies visitor- and community-serving commercial uses, development at a maximum height of eight stories, and design/development characteristics for development. The subarea 4I designation applies to the northern portion of the site and specifies multi-family residential and open space uses, development at a maximum height of four stories, and design/development characteristics for development.

The Downtown Specific Plan includes development regulations and zoning standards that are intended to supplement and/or supersede the City's Zoning Ordinance. The Specific Plan area is divided into a number of Districts, and the project site is located in two of these districts, the boundaries of which correlate with the General Plan subareas. The southwestern portion of the site that fronts PCH and extends northeast to the proposed extension of Pacific View Drive (Walnut Avenue) is within District 7, "Visitor-Serving Commercial." The balance of the site is the area inland of the future Pacific View Drive extension and is designated as Downtown Specific Plan District 8A, "High Density Residential." The Precise Plan of Street Alignment (PPSA No. 88-1) and Ordinance 2961 establishes the alignment for the extension of Pacific View Drive through the project.

The project site is also located within the California Coastal Zone and the Main-Pier Redevelopment Project Area.

Project Components

The proposed project is anticipated to be constructed in major phases over a two to ten-year period, depending on prevailing market conditions. Each of the project components is described below.

Visitor-Serving Commercial Center

This component would occupy approximately 10.6 acres of the site adjacent to PCH and provide hospitality and commercial facilities. Upscale-oriented hospitality (i.e., hotel) facilities would include up to 400 guest rooms, a pool, spa, fitness and yoga center, restaurant, lounge and bar, pool area grille, resort retail shops, and meeting/banquet and conference facilities. Commercial uses would include development of up to 240,000 square feet. Uses may include retail shops, grocery, dining, entertainment facilities, International Surfing Museum, and office uses on the second floor. Development would be housed in several structures up to three stories in height, with the exception of the hotel building that would be eight stories in height. The proposed conceptual site plan also includes plazas and courtyards. Parking would be provided in a subterranean garage.

Residential Village

The residential component would occupy the approximately 17.2-acre northeastern portion of the project site. A total of 516 condominiums would be developed at an average of 30 dwelling units per acre. Development would include 2- to 4-story structures with a variety of architecture, dwelling unit types and sizes, all clustered around recreational amenities to serve the residents of the village. Public open space would also be provided, including a public access corridor that traverses the site. Parking would be

provided in a subterranean garage and in surface parking areas along the interior collector street. A minimum of two parking spaces in the subterranean garage would be provided for each unit. In addition, subterranean and surface parking would be provided to serve guests of the community.

Affordable Housing would be provided by either on- or off-site units, or some combination thereof, in compliance with the City's Housing Element of the General Plan and redevelopment policies.

Vehicular and Pedestrian Circulation Improvements

Vehicular and pedestrian access to the project site would be provided by a combination of existing and proposed roadways. Pacific View Drive would be extended through the site in a 90-foot right of way. On Huntington Street, between Pacific View Drive and Pacific Coast Highway, additional right of way would be dedicated west of the centerline to allow for the full secondary arterial right-of-way with sidewalks and curb and gutter improvements. On Atlanta Avenue, between 1st Street and Huntington Street, additional right of way would be dedicated south of the centerline to allow for arterial improvements.

Vehicular access to the visitor-serving uses would be from 1st Street (service access only), the extension of Pacific View Drive (two visitor and one service access), and Huntington Street (service and employee access only). No vehicular access is proposed from PCH. Vehicular access to the residential uses would be provided from Pacific View Drive (residents and guests) and First Street and Huntington Street (residents only). The residential village includes a private community collector street off of Pacific View Drive that would be gated for vehicles, but accessible to pedestrians.

Pedestrian access improvements include pedestrian corridors throughout the project site, including linkages between the surrounding residential communities and the proposed residential component. Consistent with the Specific Plan, a 20-foot corridor between Atlanta Avenue and PCH (between the southern end of the Pacific Electric right-of-way and PCH) would be dedicated for public access. Pedestrian pathways would also connect to the commercial component. Several crossings to the beach area to the south are proposed, including two at-grade crossings at the existing signalized intersections of PCH and Huntington and 1st Streets, and a grade-separated pedestrian bridge crossing in the center of the visitor-serving commercial district.

Date: January 8, 2003

Signature: M. Tanzen for
Mary Beth Broeren

Title: Principal Planner

Telephone: (714) 536-5550

**ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 02-05**

1. PROJECT TITLE: Pacific City

Concurrent Entitlements: Commercial Master Site Plan
Master Conceptual Plan
Tentative Parcel Map
Coastal Development Permit

2. LEAD AGENCY: City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648

Contact: Mary Beth Broeren, Principal Planner
Phone: (714) 536-5550

3. PROJECT LOCATION: Area bounded by 1st Street on the west, Huntington Street on the east, Atlanta Avenue on the north, and Pacific Coast Highway (PCH) on the south.

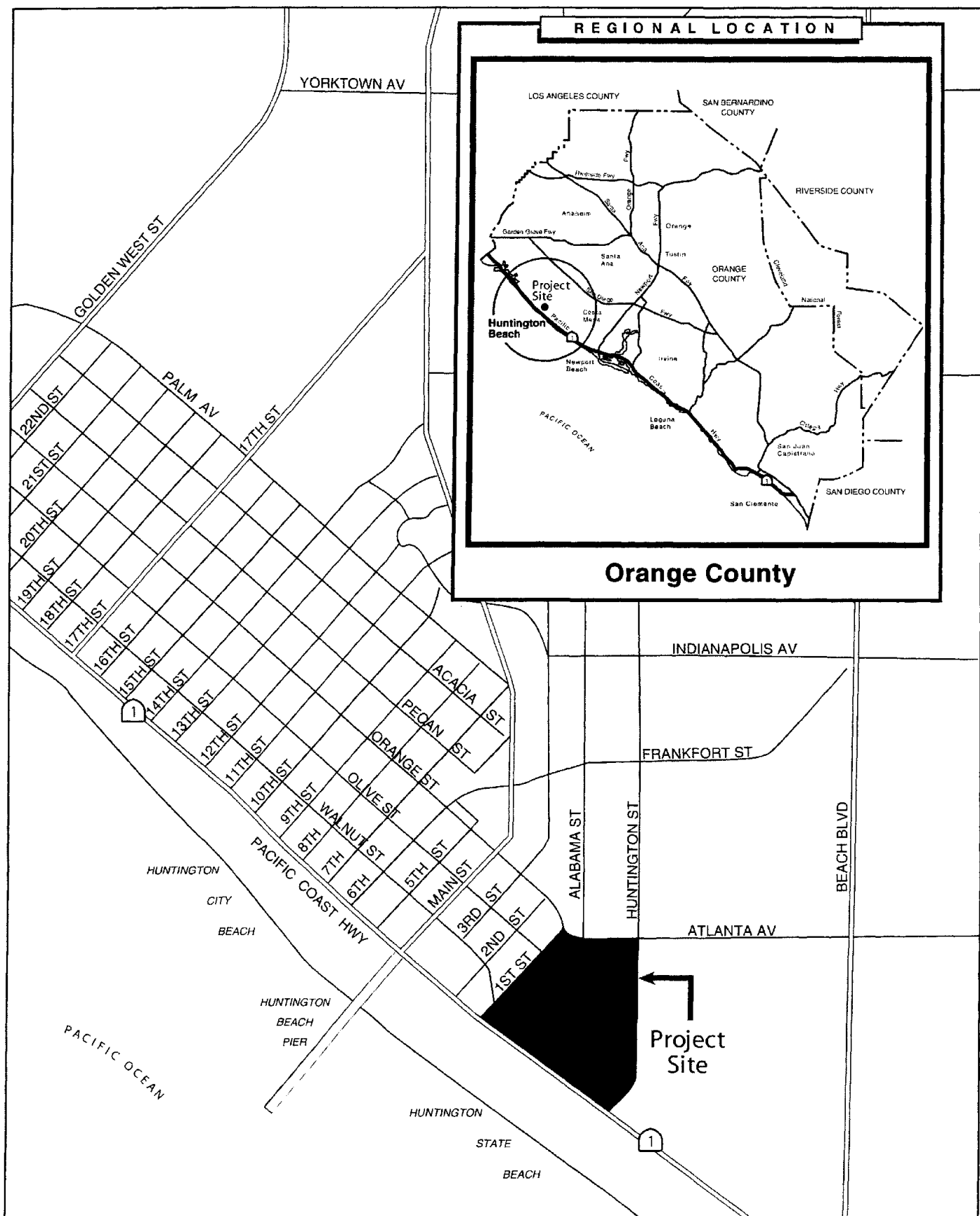
4. PROJECT PROPONENTS: Makallon Atlanta Huntington Beach, LLC
4100 MacArthur Boulevard, Suite 150
Newport Beach, California 92660

5. GENERAL PLAN DESIGNATION: RH-30-sp (Residential High Density—maximum 30 units/acre—Specific Plan) and CV-F7-sp (Commercial Visitor—maximum floor area ratio of 3.0—Specific Plan). The project site is also designated as General Plan Subareas 4C and 4I.

6. ZONING: Downtown Specific Plan— District 8A (High Density Residential), District 7 (Visitor-Serving Commercial).

7. PROJECT DESCRIPTION (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The proposed project is a mixed-use visitor-serving commercial center together with a residential village located on a 31.5-acre vacant parcel in the City of Huntington Beach downtown on the inland side of Pacific Coast Highway (Figure 1). Major project components include:



- Visitor-serving commercial center: 400-room hospitality component (i.e., hotel) and associated amenities, and up to 240,000 square feet of commercial uses that could include retail, office, restaurant, cultural, and entertainment facilities
- Residential village: 516 condominiums
- Vehicular and pedestrian circulation improvements

Existing On-Site Uses

The project site is currently vacant, although construction activities and various land uses on the project site have occurred since the late 1800s. Southern California Edison currently maintains aerial transmission lines along the 1st Street property boundary and regional 66kV transmission facilities along the Atlanta Avenue site boundary. On-site oil facilities have been abandoned and soil remediation is underway, with completion expected in early 2003. A portion of the southwesterly corner of the site was recently used as a staging/storage facility for beach cleaning equipment for the City of Huntington Beach. The site is no longer used for this purpose, although a storage bin remains on the property.

Land Use and Planning Designations

The General Plan subarea designation of 4C applies to the portion of the site fronting PCH. It specifies visitor- and community-serving commercial uses, development at a maximum height of eight stories, and design/development characteristics for development. The subarea 4I designation applies to the northern portion of the site and specifies multi-family residential and open space uses, development at a maximum height of four stories, and design/development characteristics for development.

The Downtown Specific Plan includes development regulations and zoning standards that are intended to supplement and/or supersede the City's Zoning Ordinance. The Specific Plan area is divided into a number of Districts, and the project site is located in two of these districts (Figure 2), the boundaries of which correlate with the General Plan subareas. The southwestern portion of the site that fronts PCH and extends northeast to the proposed extension of Pacific View Drive (Walnut Avenue) is within District 7, "Visitor-Serving Commercial." The balance of the site is the area inland of the future Pacific View Drive extension and is designated as Downtown Specific Plan District 8A, "High Density Residential." The Precise Plan of Street Alignment (PPSA No. 88-1) and Ordinance 2961 establishes the alignment for the extension of Pacific View Drive through the project.

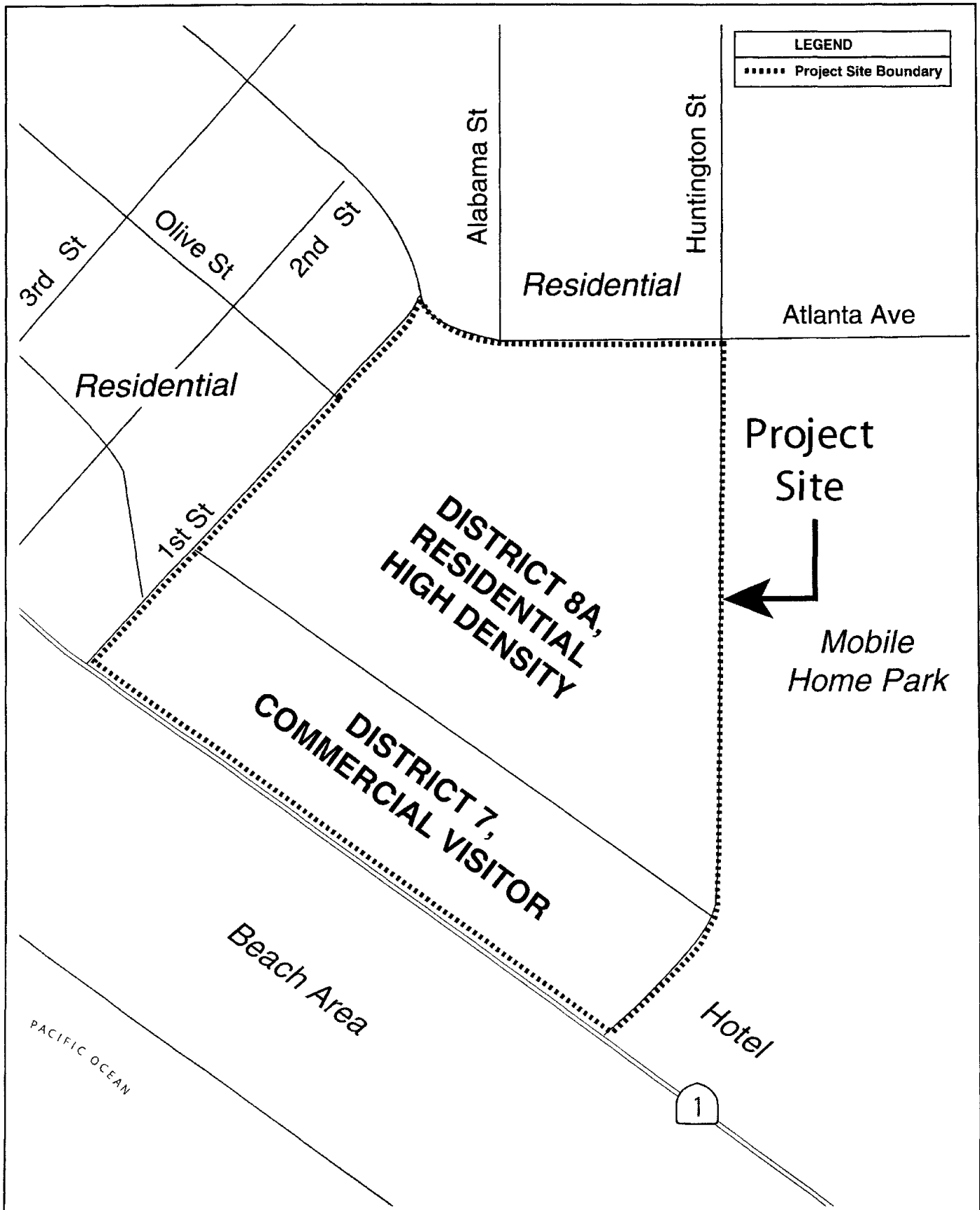
The project site is also located within the California Coastal Zone and the Main-Pier Redevelopment Project Area.

Project Components

The proposed project is anticipated to be constructed in major phases over a two to ten-year period, depending on prevailing market conditions. A Conceptual Site Plan is shown in Figure 3, and each of the project components is described below.

Visitor-Serving Commercial Center

This component would occupy approximately 10.6 acres of the site adjacent to PCH and provide hospitality and commercial facilities. Upscale-oriented hospitality (i.e., hotel) facilities would include up to 400 guest rooms, a pool, spa, fitness and yoga center, restaurant, lounge and bar, pool area grille, resort retail shops, and meeting/banquet and conference facilities. Commercial uses would include development of up to 240,000 square feet. Uses may include retail shops, grocery, dining, entertainment



Not to Scale

SOURCE: EIP Associates



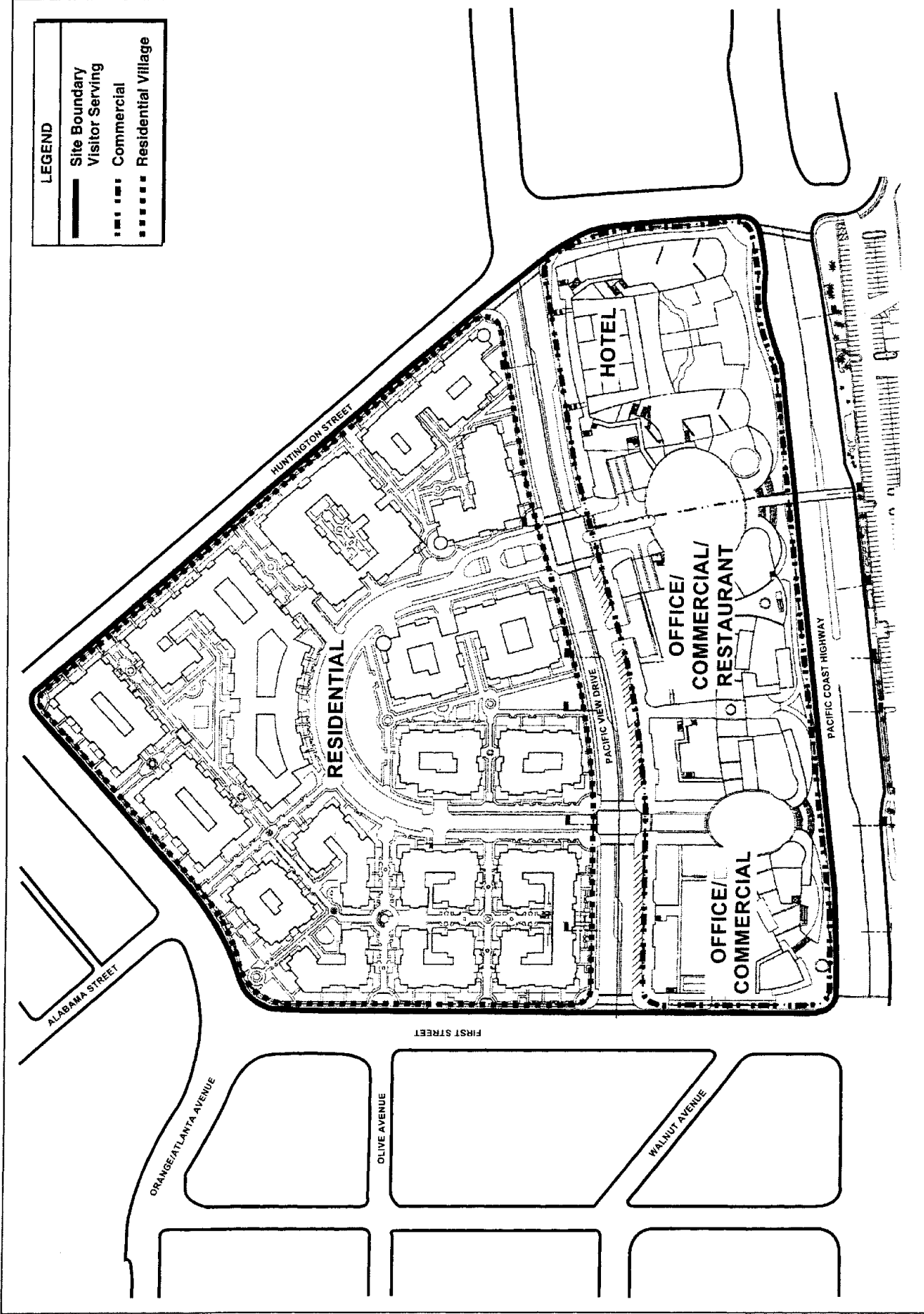
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EIP

ENVIRONMENTAL IMPACT PRACTICES

FIGURE 2
Existing Site Overlays and Surrounding Uses

City of Huntington Beach • Pacific City EIR



LEGEND

- Site Boundary
- - - Visitor Serving
- ... Commercial
- . - . Residential Village

facilities, International Surfing Museum, and office uses on the second floor. Development would be housed in several structures up to three stories in height, with the exception of the hotel building that would be eight stories in height. The proposed conceptual site plan also includes plazas and courtyards. Parking would be provided in a subterranean garage.

Residential Village

The residential component would occupy the approximately 17.2-acre northeastern portion of the project site. A total of 516 condominiums would be developed at an average of 30 dwelling units per acre. Development would include 2- to 4-story structures with a variety of architecture, dwelling unit types and sizes, all clustered around recreational amenities to serve the residents of the village. Public open space would also be provided, including a public access corridor that traverses the site. Parking would be provided in a subterranean garage and in surface parking areas along the interior collector street. A minimum of two parking spaces in the subterranean garage would be provided for each unit. In addition, subterranean and surface parking would be provided to serve guests of the community.

Affordable Housing would be provided by either on- or off-site units, or some combination thereof, in compliance with the City's Housing Element of the General Plan and redevelopment policies.

Vehicular and Pedestrian Circulation Improvements

Vehicular and pedestrian access to the project site would be provided by a combination of existing and proposed roadways. Pacific View Drive would be extended through the site in a 90-foot right of way. On Huntington Street, between Pacific View Drive and Pacific Coast Highway, additional right of way would be dedicated west of the centerline to allow for the full secondary arterial right-of-way with sidewalks and curb and gutter improvements. On Atlanta Avenue, between 1st Street and Huntington Street, additional right of way would be dedicated south of the centerline to allow for arterial improvements.

Vehicular access to the visitor-serving uses would be from 1st Street (service access only), the extension of Pacific View Drive (two visitor and one service access), and Huntington Street (service and employee access only). No vehicular access is proposed from PCH. Vehicular access to the residential uses would be provided from Pacific View Drive (residents and guests) and First Street and Huntington Street (residents only). The residential village includes a private community collector street off of Pacific View Drive that would be gated for vehicles, but accessible to pedestrians.

Pedestrian access improvements include pedestrian corridors throughout the project site, including linkages between the surrounding residential communities and the proposed residential component. Consistent with the Specific Plan, a 20-foot corridor between Atlanta Avenue and PCH (between the southern end of the Pacific Electric right-of-way and PCH) would be dedicated for public access. Pedestrian pathways would also connect to the commercial component. Several crossings to the beach area to the south are proposed, including two at-grade crossings at the existing signalized intersections of PCH and Huntington and 1st Streets, and a grade-separated pedestrian bridge crossing in the center of the visitor-serving commercial district.

8. SURROUNDING LAND USES AND SETTING:

Existing land uses surrounding the project site include the following:

- *East (across Huntington Street):* The Hilton Waterfront Beach Resort and the Pacific Mobile Home Park

- *North (across Atlanta Street):* Single- and multi-family residential uses
- *West (across 1st Street):* Vacant lots, oil production and storage facilities, small apartment units and single-family homes, and a fast food restaurant
- *South (across PCH):* Beach, open space, vehicle parking, and beach-related uses

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

The project site has been addressed on a programmatic level as part of the analysis included in several Program EIRs prepared by the City. These documents include: (1) The Huntington Beach Downtown Specific Plan EIR 82-2 and Addendum to SEIR 82-2; (2) The Huntington Beach General Plan Update EIR 94-9; and (3) The Huntington Beach Redevelopment Project EIR 96-2. Each of these documents includes analysis that accounts for development at the project site. The General Plan Update EIR analyzes the theoretical buildout of the entire City. The Redevelopment Project EIR analyzes buildout of the Redevelopment Project Area, which includes 619 acres over five redevelopment sub-areas within the City. The Downtown Specific Plan EIR analyzes buildout of the City's downtown area. Therefore, the Downtown Specific Plan EIR provides the most localized analysis of the area. However, impacts particular to the project site require analysis that was not provided in previous documentation. Therefore, the EIR prepared for the proposed project would be considered a Subsequent EIR to EIR 82-2.

Section 21166 of CEQA requires preparation of a subsequent EIR due to changes in the existing conditions in the Downtown Specific Plan Area and the proposed project description. The proposed project is consistent with the zoning and general plan land use designations for the project site. However, changes with respect to the circumstances under which the project is being undertaken (i.e., changes to existing conditions) and new information, in the form of project details, has become available since the completion of EIR 82-2. Therefore, impacts particular to the project site require analysis that was not provided in previous documentation. A subsequent EIR is required pursuant to Section 15183(a) of the State CEQA Guidelines, which states:

CEQA mandates that projects which are consistent with the development density established in the existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

In addition to the programmatic environmental documents that consider the ultimate development of the site, a Mitigated Negative Declaration (MND) was prepared to address short-term soil export activities from the project site in conjunction with hotel development to the east (31 Acre Site Soil Export, Environmental Assessment No. 99-1). Soil removal activities involved the export of approximately 226,000 cubic yards of soil from the project site. This activity occurred independent of the development currently proposed for the project site. Soil export was completed in 1999, and there are no remaining on-site activities associated with this work.

10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e., permits, financing approval, or participating agreement): Other agencies whose approval may be required include, but are not limited to:

- California Department of Transportation (for any encroachment in PCH right of way and/or pedestrian bridge construction);

- California Regional Water Quality Control Board (permit for dewatering during construction and operation of the subterranean parking structure, National Pollutant Discharge Elimination System (NPDES) permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- South Coast Air Quality Management District (Authority to Construct, Operating Permit)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Geology / Soils | <input checked="" type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Aesthetics |
| <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☐

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or a "potentially significant unless mitigated impact" on the environment, but at least one impact (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☒

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further is required.** ☐

Signature

Date

Printed Name

Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. "Potentially Significant Impact" is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. "Potentially Significant Impact Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XVIII. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach's requirements.

(Note: Standard Conditions of Approval - The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures.)

SAMPLE QUESTION:

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Would the proposal result in or expose people to potential impacts involving:</i>				
<i>Landslides? (Sources: 1, 6)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).</i>				

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the project:

- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 7, 8, 10, 11)
- ☐ ☐ ☒ ☐

Discussion:

The General Plan Overlays and land use designations that apply to the proposed project property include RH-30-sp (Residential High (Density)—maximum 30 units/acre—Specific Plan), CV-F7-sp (Commercial Visitor—maximum floor area ratio of 3.0—Specific Plan), and subareas 4C and 4I. The Downtown Specific Plan designates the portion of the proposed site fronting PCH and extending back to the proposed extension of Pacific View Drive (Walnut Avenue) between Huntington Street and 1st Street as District 7 (Visitor-Serving Commercial). In addition, the area of the project site located inland of the future Pacific View Drive extension is designated by the Downtown Specific Plan as District 8A (High Density Residential). The project is designed to be compatible with the existing zoning and general plan land use designations and is expected to have a less-than-significant impact. However, to ensure compatibility with applicable land use regulations, an analysis of the proposed project's consistency with applicable land use plans, policies, and regulations will be included in the EIR.

- b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 7, 8)
- ☐ ☐ ☐ ☒

Discussion:

No habitat conservation plan or natural community conservation plan includes the project site. No impact would occur, and no further analysis of this issue is required.

- c) Physically divide an established community? (Sources: 7, 9)
- ☐ ☐ ☒ ☐

Discussion:

The proposed project would not physically divide an established community. The project involves development of a vacant parcel of land in the city. Project development would include extension of Pacific View Drive through the site, providing an additional linkage between the areas east and west of the project site. In addition, the visitor-serving commercial district access would be provided through proposed service entrances on 1st Street and Huntington Street and visitor entrances on the Pacific View extension. Pedestrian corridors would be located throughout the project to link the surrounding residential communities and to provide access to the beach. As such, the proposed project would not disrupt or physically divide an established community. Impacts would be less than significant, and no further analysis is required.

II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 9)
- ☒ ☐ ☐ ☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

The residential component of the proposed project consists of the construction of 516 condominium homes, which could result in a direct increase in population growth. In addition, employment opportunities that could indirectly increase population would result from commercial development. The proposed project would be consistent with uses planned for the site, and, as such, population changes associated with the project have been anticipated in growth projections. The proposed project's effect on population and housing projections for the City of Huntington Beach will be evaluated in the EIR.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: N/A) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project site is currently vacant and would not result in the displacement of any existing housing. No impact would occur, and no further analysis of this issue is required.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: N/A) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project site is currently vacant and would not result in the displacement of any existing households. No impact would occur, and no further analysis of this issue is required.

III. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 7, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The City of Huntington Beach General Plan EIR states that fault rupture constitutes a direct impact to affected areas within the City of Huntington Beach. The most likely areas for fault rupture are the more restricted Alquist-Priolo zones, and "engineering, geologic, and geotechnical engineering investigation report requirements are in place to mandate studies as a means of developing mitigation measures (usually avoidance) for construction." The project site is neither located within an identified Alquist-Priolo zone nor any areas in which evidence of a fault exists. No impacts from fault rupture would result; therefore, no further analysis is required.

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| ii) Strong seismic ground shaking? (Sources: 7, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant	Less Than Significant	No Impact
			Impact	Impact	

Discussion:

The site is located 0.6 mile from the Newport-Inglewood Fault zone. Consequently, the proposed project may expose on-site structures to significant seismic hazards (e.g. shaking) if an earthquake occurs along this fault. Impacts associated with seismic hazards would generally be addressed through adherence to applicable regulations (i.e., Uniform Building Code) and design, grading and structural recommendations identified in the Preliminary Geotechnical Investigation performed by Zeiser Kling Consultants, Inc. The EIR will include an analysis of impacts associated with seismic hazards.

- iii) Seismic-related ground failure, including liquefaction?

(Sources: 24)

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Discussion:

According to the Preliminary Geotechnical Investigation performed by Zeiser Kling Consultants, Inc. for the proposed project site, the alluvial soils that are located in the southeastern corner of the site are located within a State of California Seismic Hazard Zone Map for Liquefaction. While the majority of the site is generally underlain by terrace and engineered fill (which are, in turn, underlain by terrace deposits) and is considered to have a low potential for liquefaction, the southeastern corner of the site is generally underlain by loose to medium dense alluvial deposits that have a moderate to high potential for liquefaction. These risks could generally be addressed through adherence to applicable regulations (i.e., Uniform Building Code) and design, grading and structural recommendations identified in the Preliminary Geotechnical Investigation. The EIR will analyze the potential for liquefaction hazards to affect the project.

- iv) Landslides? (Sources: 24)

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Discussion:

The proposed project site and surrounding area are generally flat and the project site is not located within a State of California-designated Seismic Hazard Zone Map for Slope Stability. Therefore, the potential for seismically induced slope instability is considered low to remote. Therefore, no impact would occur, and no further analysis is required.

- b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: N/A)

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Discussion:

The project site is currently undeveloped and consists primarily of exposed and disturbed vegetation. As such, grading for above-ground project components and excavation at the site would expose soil to erosional processes during construction. Once construction is completed, the site would be fully developed and would include minimal areas of exposed soil. Excavation activities would be required to prepare the site for subterranean parking, which would affect soil stability. These impacts could be addressed through the implementation of Best Management Practices during construction activities and adherence to design, grading and structural recommendations identified in the Preliminary Geotechnical Investigation. The EIR will analyze the potential for erosional impacts from construction activities.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 24)

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

The geologic units at the project site consist mostly of dense to overconsolidated terrace and fill materials, while the southeastern portion of the site consists of medium dense alluvial deposits. The Preliminary Geotechnical Investigation concluded that the potential for ground lurching, cracking, or seismically induced spreading or compaction effects within these areas are considered low, with the anticipation that engineering controls and corrective grading would be implemented for the proposed project. As discussed in item III.a.iii., above, the majority of the site has a low potential for liquefaction, with the exception of the southeastern corner of the site, which has a moderate to high potential for liquefaction. In addition, the project site is not within an area that has been impacted by long-term subsidence due to local oil extraction according to the Huntington Beach General Plan. However, the settlement potential of the buildings exists, and the EIR will address this issue. In addition, the EIR will address the ability for engineering controls to appropriately address geologic stability.

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| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Refer to the discussion for Item III.c., above.

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| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would be provided sanitary sewer service by the City of Huntington Beach and no septic tanks or alternative wastewater systems are proposed. No impact would occur, and no further analysis of this issue is required.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Sources: 6, 7, 8) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Project development would change the character of the site from an undeveloped parcel of land to a mixed-use development with roadways, buildings, paved surfaces, and landscaping. Potential development would potentially result in site characteristics that could cause runoff to adversely affect water quality. The City's Standard Conditions of Approval require the preparation of a water quality management plan pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements, that would address impacts on water quality. The ability of the project to meet applicable waste discharge and water quality requirements will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (**Sources:** 6, 7, 8)

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Discussion:

According to City staff, groundwater wells currently supply 75 percent of the City's water; the remaining 25 percent is imported. Project development would increase impervious surfaces, which could reduce groundwater recharge. However, the City's groundwater wells are located a minimum of two miles inland from the project site and the City does not rely on groundwater that close to the ocean due to saltwater intrusion. Therefore, the potential reduction in groundwater recharge would not affect City groundwater wells. Impacts would be less than significant, and no further analysis is necessary.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (**Sources:** 6, 7, 8)

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Discussion:

The project site contains no streams or rivers. The site currently drains via sheetflow due to the lack of any on-site development. Erosion or siltation could occur during construction-related earthmoving activities. Proposed development would result in the introduction of roadways, buildings, paved surfaces, and landscaping, whereby runoff would be collected and conveyed via roof and building drains and curbs and gutters. These impacts could be addressed through the incorporation of Best Management Practices during construction and water quality management practices. However, potential erosion due to changes in drainage patterns will be analyzed in the EIR.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (**Sources:** 6, 7, 8)

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Discussion:

As the proposed project site is currently undeveloped, development of the proposed project would increase impervious surfaces at the site associated with the addition of roadways, buildings, and other paved surfaces. This, in turn, would modify local drainage patterns and increase the rate and/or volume of surface runoff at the site. As such, the existing storm drainage facilities serving the site may not be adequate to accommodate the project's operation-related surface runoff, leading to flooding either on- or off-site. These impacts could be addressed through incorporation of design features on the project site to control peak discharge. A hydrology report for the project is currently in preparation, and an analysis of potential flooding due to project runoff will be provided in the EIR.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (**Sources:** 6, 7, 8)

☐ ☒ ☐ ☐

ISSUES (and Supporting Information Sources):	Potential Impact			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

The project would comply with all waste discharge requirements and water quality objectives of State and Federal agencies as part of the City's Standard Conditions of Approval. While no uses are proposed that would result in substantial polluted runoff, the proposed project would alter the drainage pattern of the site (as discussed in items IV.c. and IV.d. above), which would result in additional runoff that could exceed the capacity of existing stormwater systems. These impacts could be addressed through incorporation of design features on the project site to control peak discharge or infrastructure upgrades. Potential impacts to the stormwater drainage system will be addressed in the EIR.

- f) Otherwise substantially degrade water quality? (Sources: 6, 7, 8) ☐ ☒ ☐ ☐

Discussion:

Project development would change the character of the site from an undeveloped parcel of land to a mixed-use development with roadways, buildings, paved surfaces, and landscaping. Potential development would potentially result in site characteristics that could cause runoff to adversely affect water quality. The City's Standard Conditions of Approval require the preparation of a water quality management plan pursuant to NPDES requirements, which would address impacts on water quality. The ability of the project to meet applicable waste discharge and water quality requirements will be addressed in the EIR.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources: 14) ☐ ☐ ☐ ☒

Discussion:

The location of the residential component within the project site is within Flood Zone "X" pursuant to the FEMA Flood Insurance Rate Map dated January 3, 1997, and revised by Letter of Map Revision dated February 13, 2002, which indicates that it is outside of the 500 year floodplain. As such, the proposed project would not place housing within a 100-year flood hazard area. No impact would occur, and no further analysis of this issue is required.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 6, 7, 8, 14) ☐ ☐ ☐ ☒

Discussion:

The Flood Zone "X" designation, which is given to the project site, applies to areas of minimal to moderate flood hazard (where flood insurance is available but not required by federally regulated lenders). The project site is currently in Zone "X" according to the FEMA Flood Insurance Rate Map dated January 3, 1997, and revised by Letter of Map Revision dated February 13, 2002, which indicates that it is outside of the 500-year floodplain. Therefore, substantial flood flows would not be redirected by the placement of structures on the project site. No impact would occur, and no further analysis is required.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 6, 7, 8, 14) ☐ ☐ ☒ ☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

The flood risk and potential flood level assessments for the City include the possibility of the failure of Prado Dam, which, while located in Riverside County, provides the primary flood protection means for downstream areas. The levees constructed along the Santa Ana River also minimize the flood risks to areas within the City that include the project site. FEMA revised the flood maps for areas within the City of Huntington Beach, including the project site, in 1997 and through 2002 in recognition of the improvements to the Santa Ana River Channel: these revisions actually reduced the anticipated flood level by 6.5 feet, which estimated the flood level below the elevation of the project site. Additionally, the channelization of the Santa Ana River from Weir Canyon Road to the Pacific Ocean has improved the capacity of the channel sufficiently that the channel can convey the water volume associated with a 190-year flood event. Therefore, the possibility of significant risk of loss, injury, or death from flooding would be remote. Impacts would be less than significant, and no further analysis is required.

- j) Inundation by seiche, tsunami, or mudflow? (Sources: 6, 7, 8, 24)
- ☒
- ☐
- ☐
- ☐
- Discussion:

The site is located on a flat area that is not expected to generate or be exposed to mudflows. The tsunami hazard for the City is classified as “very low.” However, the site is located within an area of “moderate” tsunami run-up. Due to the lack of land-locked bodies of water (i.e., ponds or lakes), the potential for seiches is considered to be non-existent. Potential impacts from tsunamis on the proposed project will be analyzed in the EIR.

V. AIR QUALITY. The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: Project Application, 6, 7, 8)
- ☒
- ☐
- ☐
- ☐
- Discussion:

The project as proposed would entail substantial earth movement and construction activities. In addition, project operation would result in increased vehicular trips in the area. Increased emissions associated with these vehicular trips and other on-site emissions could potentially conflict with the Southern California Air Quality Management District’s (SCAQMD) Air Quality Management Plan. The EIR will address potential project exceedance of the SCAQMD thresholds of significance, which may result in a conflict with or obstruct the implementation of the AQMP, and violation of any local and regional air quality standards during construction and operation.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 6, 7, 8)
- ☒
- ☐
- ☐
- ☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Refer to the discussion for item V.a., above. In addition, grading at the project site (including excavation for the subterranean parking) and other construction activities resulting from implementation of the proposed project could result in significant temporary, short-term impacts to air quality due to fugitive dust and construction equipment emissions. Currently the non-attainment pollutants in the South Coast Air Basin, which includes Orange County, are ozone, carbon monoxide (CO), and fine particulate matter (PM₁₀). Construction-related activities and traffic generated by operation of the proposed project could contribute to these existing violations. These impacts to air quality from project construction and operation will be evaluated in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |

Project-generated traffic could contribute to decreased levels of service at nearby intersections, resulting in CO hot spots. The potential for the project to result in these substantial pollution concentrations will be addressed in the EIR.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create objectionable odors affecting a substantial number of people? (Sources: 6, 7, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |

The project does not propose, and would not facilitate, uses that are significant sources of objectionable odors. The only potential source of odor associated with the proposed project may result from construction equipment exhaust during construction activities, the storage of solid waste associated with the commercial and residential uses, and potential odors from restaurant uses. The proposed project is anticipated to be constructed in major phases over a two- to ten-year period. Standard construction requirements would address odors from construction imposed on the applicant, and impacts associated with construction-generated odors are expected to be less than significant. It is expected that any project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, odors associated with the proposed project would be less than significant, and no further analysis is required.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |

Refer to the discussion for item V.a., above.

VI. TRANSPORTATION/TRAFFIC. Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

The proposed project is planned to be constructed in several major phases over a two- to ten-year period. During this construction period, impacts on traffic from construction vehicles queuing at and entering and exiting the site could occur. In addition, the project would generate additional vehicular trips that could potentially result in a substantial traffic increase in the area. This increase in traffic would further add to the existing traffic load and would impact the existing capacity of the street system. The potential impacts due to increased trip generation, changes to the volume to capacity ratio on roads, and congestion at intersections will be analyzed in the EIR.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (**Sources:** 6, 7, 8)
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Discussion:

Refer to the discussion for item VI.a, above. Increased trip generation could potentially exceed LOS standards on Congestion Management Program roads, and the EIR will address this potential impact.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (**Sources:** 22)
- ☐ ☐ ☐ ☒

Discussion:

Although the City is located within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, the project site is not located within 2 miles of any known public or private airstrip. The proposed project does not propose any structures whose height would interfere with existing airspace or flight patterns. No impact would occur, and no further analysis of this issue is required..

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (**Sources:** 6, 7, 8)
- ☐ ☒ ☐ ☐

Discussion:

Pacific View Drive would be extended through the 31.5-acre project site. The project design is not anticipated to include any design features that would result in vehicular hazards. Pedestrian corridors would be provided throughout the project site, including linkages between the surrounding residential communities and the proposed residential component and the visitor-serving commercial district. In addition to the above-grade pedestrian overcrossing that is proposed, at-grade crossings are proposed at the existing signalized intersections of PCH and Huntington and 1st Streets to the beach. Potential impacts could be addressed through the implementation of a pedestrian safety plan. Pedestrian safety, particularly related to the interface between pedestrian areas and roadways/project access points, will be evaluated in the EIR.

- e) Result in inadequate emergency access? (**Sources:** 6, 7, 8)
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Vehicular access to the visitor-serving commercial district of the proposed project would be provided by proposed entrances on 1st Street, the Pacific View extension, and Huntington Street. Access to the residential component would be from 1st Street, Huntington Street, and Pacific View Drive. In addition, the residential component includes a private community collector street (loop road) off of Pacific View Drive that would be gated for vehicles. Impacts to access could be addressed through review by the Huntington Beach Police Department and Huntington Beach Fire Department and conformance with the City's emergency access requirements. The EIR will analyze project impacts to emergency access.

- f) Result in inadequate parking capacity? (Sources: 6, 7, 8) ☒ ☐ ☐ ☐

Discussion:

The proposed project would include parking in conformance with City requirements. In addition, any existing on-street parking that is removed from the adjacent arterial streets in association with City-required street improvements would be replaced on a one for one basis on-site within the project. However, parking constraints could arise if there are competing demands for parking spaces from multiple uses. As such, the operational adequacy of the parking plan to meet demand associated with various on-site uses will be addressed in the EIR.

- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 6, 7, 8) ☐ ☐ ☒ ☐

Discussion:

The proposed project is compatible with and supported by the City's General Plan. The mixed-use visitor-serving commercial district together with a residential component fulfills the designated land uses of the General Plan and Downtown Specific Plan. The proposed project is compatible with regional policies to promote alternative modes of transportation by encouraging a pedestrian-friendly environment. Numerous pedestrian pathways would be provided between the surrounding residential communities and the proposed residential component. These pedestrian pathways would then be connected to the visitor-serving commercial district by intersections and clearly delineated entrances to the retail, entertainment, restaurant, and hospitality amenities. While the project is not anticipated to conflict with policies supporting alternative transportation and impacts are considered less than significant, the EIR will provide an analysis of project compliance with these policies.

VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: 3) ☐ ☒ ☐ ☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

According to the Biological Technical Report prepared for the proposed project, no special status plant species are expected to occur on the project site. However, three of the 29 special status plant species known to occur in the region have a limited potential to occur on the project site because they are known to occur in disturbed habitats. These species are the southern tarplant (*Centromadia parryi* ssp. *Australis*), vernal barley (*Hordeum intercedens*), and Coulter's golfields (*Lasthenia glabrata* ssp. *Coulteri*). In addition, 11 of the 51 special status wildlife species known to occur in the proposed project region have the potential to occur on the proposed project site. All of these 11 special status wildlife species, with the exception of the monarch butterfly, are birds. However, most of these wildlife species are expected to occur briefly on the site for foraging only and have no potential to nest on the proposed project site. The Biological Technical Report concludes that impacts to special status wildlife species would be less than significant. The potential exists for special status plant species to have occurred on the project site since the completion of the Biological Technical Report (February 2002), and impacts to those species, if present on-site, would be potentially significant. Site surveys prior to construction would determine the presence of these species on-site. If special status plant species are identified, impacts could be addressed through avoidance of species on-site, relocation, or purchase of offsite populations. The EIR will include an analysis of potential impacts to special status species.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 3, 6, 7, 8)

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Discussion:

No riparian habitat or other sensitive natural community exists on-site. The project site has been graded various times over the past 100+ years in connection with prior development of the site, which has included commercial, residential, industrial, and agricultural uses. As such, the project would not have any effect on any riparian habitat or other sensitive natural communities. No impact would occur, and no further analysis of this issue is required.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 6, 7, 8)

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Discussion:

The project site contains no wetland habitat, as defined by the Clean Water Act or the Fish and Game Code of California. No impact would occur, and no further analysis of this issue is required.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 3)

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

Although the site is currently undeveloped, various developments have occurred at the site over the past 100+ years. The site currently consists of ornamental and disturbed vegetation types along with developed areas consisting of paved parking lots. The Biological Technical Report concludes that no wildlife movement is expected on the proposed project site as the surrounding area is urbanized. As such, the proposed project site does not function as a movement corridor and the project would not impact wildlife movement. No impact would occur, and no further analysis of this issue is required.

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| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 6, 7, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

There are currently no biological resources within the project site, which is an infill site in an urbanized area. The proposed project would be consistent with the City's General Plan and zoning designations. However, as a shoreline community with a portion lying within the State's defined Coastal Zone, the City of Huntington Beach is subject to the coastal resource preservation policies of the Coastal Act. Therefore, the EIR will address the project's compliance with coastal resource policies of the Coastal Act.

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| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 6, 7, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

No habitat conservation plan or natural community conservation plan affects the project site, therefore, no impact would occur. No further analysis of this issue is required.

VIII. MINERAL RESOURCES. Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 9, 13) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The site was used as an operating oil field by Chevron, containing 21 oil production facilities, although it has been shut down for a number of years. Several abandoned oil wells exist within the site, and oil well abandonment occurred over a number of years, beginning in 1976 and occurring through 1999. The majority of on-site wells were initially abandoned in 1988 and subsequently re-abandoned in 1998. Oil Overlay "C" has been identified on a portion of the site within the Downtown Specific Plan. The purpose of the overlay is to allow for existing and/or expanded oil production on the property. The Oil Overlay Specifications identify conditions that must be met in order for this to occur. However, the proposed project does not propose to renew any oil drilling activities on the subject site. Therefore, the EIR will address the loss of availability of on-site mineral resources.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 14) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant	Less Than Significant	No Impact
			Impact	Impact	

Discussion:

As discussed in item VIII.a., above, the site is identified as an Oil Overlay “C” in the City’s Downtown Specific Plan, and proposed development would result in the loss of availability of this oil overlay area. The EIR will address the loss of this on-site resource.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 6, 7, 8)

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Discussion:

The proposed project includes the development of mixed-use (residential and commercial) structures and would not introduce any unusual hazardous materials to the area. Proposed construction and operation would comply with CalOSHA (California Occupational Safety and Health Administration) requirements, the Hazardous Materials Management Act (HMMA), and other State and local requirements. Commercial uses handling or storing certain amounts of hazardous materials would prepare a Hazardous Materials Business Plan (HMBP) consistent with the HMMA, which includes an inventory of hazardous materials stored on-site, an emergency response plan, and an employee training program. Compliance with local, State, and federal regulations would minimize risks associated with accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant, and no further analysis of this issue is required.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 6, 7, 8)

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Discussion:

Refer to discussion item IX.a., above. The proposed project would not include use of large quantities of hazardous materials, and hazardous materials would be used and stored in accordance with applicable regulations. The project would include residential, hotel, and commercial uses that typically do not involve handling of hazardous materials in a manner that would result in reasonably foreseeable upset and accident conditions. Therefore, impacts would be less than significant, and no further analysis of this issue is required.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources: 6, 7, 8, 22)

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Discussion:

No schools are located within 1/4 mile of the project site. In addition, refer to discussion item IX.a., above. No impact would occur, and no further analysis of this issue is required.

ISSUES (and Supporting Information Sources):	Potentially Significant			
	Potentially Significant Impact	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 6, 7, 8, 15, 17)

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Discussion:

The project site is not on the State's Hazardous Waste and Substances Sites List (CORTESE). However, an Environmental Site Assessment prepared for the Huntington Shores Motel, which was formerly located on the project site, revealed that there are two listed properties within 1/8 mile of the site that have had documented Underground Storage Tank (UST) releases: the City of Huntington Beach Maintenance Yard and an ARCO service station. The Maintenance Yard release has been cleaned up and the case is closed, while the ARCO release is currently being remediated. Additionally, there are five listed properties between 1/8 and 1/2 mile of the project site that are on the California Environmental Protection Agency (Cal/EPA) Leaking Underground Storage Tanks (LUST) List. Two of these properties have been cleaned up and the cases are closed. The other three are either being characterized or remediated.

Although the project site is currently undeveloped, a number of prior uses have occurred on the site, including agricultural, commercial, and industrial uses. Among the industrial land uses that once occupied the site were 21 oil production facilities. The oil facilities have been abandoned. A Phase II Investigation of the project site was performed in 1996, which resulted in a subsequent soil remediation plan for the project site. Due to the presence of oil-impacted soil at the project site, remediation efforts in the northwestern portion of the project site were completed in 1999. Soil remediation is currently underway in the southeastern portion of the site, and remediation efforts are expected to be completed in early 2003. Remediation at the site is following EPA guidelines and standards, and consists of cleanup of all TRPH-impacted soil. Excavated areas are being backfilled with mechanically treated soil that is within acceptable TRPH concentrations. An estimated total of 12,686 cubic yards of oily soil is projected to be excavated at the site.

Aside from soil contamination from oil, the adjacent property north of the Huntington Shores Motel was reportedly occupied by a gas plant, and contaminants such as benzene and toluene may have remained in the soil from the gas condensate. As such, the EIR will assess the potential for discovery of any undetected contamination at the project site in the future upon project implementation. These impacts could be addressed through development of a health and safety plan, as necessary, if contamination is discovered.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 6, 7, 8, 22)

☐ ☐ ☐ ☒

Discussion:

Although the project site is located within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, it is not located within 2 miles of any known public or private airstrip. Additionally, the proposed structures would not exceed heights that require review and approval by the Federal Aviation Administration (FAA) or Airport Land Use Commission (ALUC). The project would not, therefore, result in a safety hazard for people residing or working in the project area. No impact would occur, and no further analysis of this issue is required.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: 6, 7, 8, 22)

☐ ☐ ☐ ☒

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

Refer to discussion for item IX.e., above. No impact would occur, and no further analysis of this issue is required.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 6, 7, 8)

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Discussion:

With regard to emergency response plans, the project site does not serve a function in any emergency response or evacuation plan (schools are typically employed for this purpose). The project site is located adjacent to PCH, which could serve as a major thoroughfare in an emergency situation. In addition, a portion of the project site borders Atlanta Avenue, a major thoroughfare in the city. However, no project accesses are located along either of these streets. Therefore, no constraints to emergency response plans would result. Impacts would be less than significant, and no further analysis is required.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 6, 7, 8)

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Discussion:

The project is not located within the vicinity of any wildland areas. No impact would occur, and no further analysis of this issue is required.

X. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 8, 11)

☒
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☐

Discussion:

Over the long term, noise would be generated at the proposed project site due to increased traffic during project operation and by activity at the site once it is built and occupied. The noise created by the project could affect residences across 1st Street, Atlanta Avenue, and Huntington Street (the nearest sensitive receptors), the commercial uses along PCH, and other land uses in the Downtown Core area. Noise from mechanical equipment (such as air conditioning systems) associated with operation of the project would be required to comply with the State Building Code requirements pertaining to noise attenuation such that interior noise levels do not exceed 45 dB in any habitable room (including hotels), and with City regulations requiring adequate buffering of such equipment. However, the noise generated by vehicles and human use associated with operation of the site may exceed noise thresholds. This issue will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Temporary increases in ambient noise levels would occur during periods of construction at the project site. Chapter 8.40 of the Municipal Code for Noise Control generally prohibits construction activity between the hours of 8 P.M. and 7 A.M. on weekdays and Saturdays, and all day on Sundays (§8.40.090). Certain after-hours construction is allowed provided that the noise standards (§8.40.050) of the ordinance are met. Daytime noise greater than 75 dBA in residential areas and greater than 80 dBA in commercial areas is prohibited by the ordinance. Additionally, a permit for construction activities (which requires a review of the proposed activities) must be obtained from the City. Reference data for construction equipment noise illustrates that operation of typical heavy equipment would result in noise levels between approximately 75 dBA and 100 dBA when measured 50 feet from the source, depending primarily on the type of equipment in operation. Noise levels from a single piece of equipment tend to drop off at a rate of 6 decibels per doubling of distance; therefore, distance to sensitive receptors would help to reduce the construction noise. Due to the potential equipment mix, noise could still be perceptible in the Downtown Core area, and to the residences across 1st Street, Atlanta Avenue, and Huntington Street. Since the proposed project is anticipated to be constructed over a two- to ten-year period, the duration of noise generated by construction of the proposed project may be considered significant despite compliance with the Noise Control ordinance and other conditions of project approval. This issue will be addressed in the EIR.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 6, 7, 8, 11) ☒ ☐ ☐ ☐
Discussion:

In the project vicinity, the only existing source of perceptible ground-borne vibration is travel of heavy trucks or buses over bumps on the adjacent streets and the Pacific Coast Highway. Potential impacts could occur due to some construction activities. However, project operation would not include uses that would result in groundbourne vibration. Vibration impacts during project construction will be addressed in the EIR.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 6, 7, 8, 11) ☒ ☐ ☐ ☐
Discussion:

Existing noise levels in the project area are dominated by traffic and by the activities of people throughout the Downtown Core area. As stated above in the discussion for item X.a., the project would contribute to the traffic noise and would cause additional noise from human activity at the project site, operation of mechanical equipment, and other facilities, and increased vehicular traffic. Noise from the project's mechanical equipment would be regulated by the Noise Control ordinance. However, the noise generated by project traffic once the project is built could substantially increase noise levels in the area. Noise increases due to increased human activity and vehicular trips associated with the project will be addressed in the EIR.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 6, 7, 8, 11) ☒ ☐ ☐ ☐
Discussion:

Project construction activities would cause a temporary increase in ambient noise, however the construction noise would be regulated by the Noise Control ordinance as discussed in item X.a, above. As the period of construction for the proposed project could range from between two to ten years, the construction noise generated at the project site may be considered significant. Noise impacts from construction will be addressed in the EIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 6, 7, 8, 21) ☐ ☐ ☐ ☒

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact

Discussion:

The project site is not located within two miles of a public airport, public use airport, or private airstrip. The project site is about ten miles from the Los Alamitos Armed Forces Reserve Center and the John Wayne Airport. Although the City is included within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, the project site is outside of the 60 dB CNEL contour for the Los Alamitos Armed Forces Reserve Center. The project would not, therefore, expose people to excessive noise from airports. No impact would occur, and no further analysis of this issue is required.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 6, 7, 8, 21)
- ☐
- ☐
- ☐
- ☒

Discussion:

Refer to discussion for item X.e., above. No impact would occur, and no further analysis of this issue is required.

XI. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a) Fire protection? (Sources: 6, 7, 8)
- ☒
- ☐
- ☐
- ☐

Discussion:

The proposed project is located within the Department’s 5-minute response time area. Due to the volume of development in the project area, which consists of 516 condominium homes, a 400-room hotel, and up to 240,000 square feet of commercial uses, the proposed development could result in an increased demand on additional fire protection services. Therefore, an analysis of project demand on fire protection services will be provided in the EIR.

- b) Police Protection? (Sources: 6, 7, 8)
- ☒
- ☐
- ☐
- ☐

Discussion:

Proposed development would include 516 residential units, up to 240,000 square feet of commercial uses, and a 400-room hotel. The addition of these uses to the presently vacant site could increase demands on police protection services in the area. The EIR will provide an analysis of potential impacts to police services resulting from the proposed project.

- c) Schools? (Sources: Project Application)
- ☒
- ☐
- ☐
- ☐

Discussion:

The proposed project includes the development of 516 condominium homes. This would increase population in the area, which would, in turn, increase demands on existing schools. The project site would be served by the Huntington Beach City School District and the Huntington Beach Union High School District, and would be subject to school impact fee requirements. The potential increase in students, and the effect of the project on the existing school system, will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Parks? (**Sources:** N/A) ☒ ☐ ☐ ☐

Discussion:

The proposed project includes the development of 516 condominium homes, which would increase population in the area. This may, in turn, increase demands on existing parks serving the area. The proposed project includes recreational amenities to serve project residents and will be subject to standard park requirements. The ability of on-site parks to meet recreational needs of residents, and potential impacts to neighborhood parks, will be addressed in the EIR.

- e) Other public facilities or governmental services? (**Sources:** N/A) ☒ ☐ ☐ ☐

Discussion:

The proposed project includes development of 516 condominium homes and a 400-room hotel. These uses may induce an increase in demand for recreation on the adjacent beach area. Impacts to beach use will be addressed in the EIR.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (**Sources:** 6, 7, 8) ☐ ☒ ☐ ☐

Discussion:

The proposed project would change the project site from an undeveloped parcel of land to a mixed-use development with roadways, buildings, paved surfaces, and landscaping. Thus, increased runoff could adversely affect water quality. However, the City's Standard Conditions of Approval require the preparation of a water quality management plan pursuant to NPDES requirements. This plan would address impacts on water quality. The ability of the project to meet applicable waste discharge and water quality requirements will be addressed in the EIR.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (**Sources:** 6, 7, 8) ☐ ☒ ☐ ☐

Discussion:

Due to the volume of residential and commercial development in the 31.5-acre project site, the proposed project would require incremental extensions of water and wastewater infrastructure to the site, which would be provided by the developer and by respective governmental agencies and utility companies. All utility connections to the proposed uses would be in accordance with all applicable Uniform Codes, City ordinances, Public Works standards, and Water Division criteria. Water and wastewater treatment would be served by existing facilities. While it is expected that impacts could be addressed through either design of the project to control peak flows or infrastructure upgrades, the ability for these facilities to meet increased demand associated with the proposed project will be addressed in the EIR.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (**Sources:** 6, 7, 8) ☐ ☒ ☐ ☐

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Refer to the discussion for Item IV.e, above. The increase in impervious surfaces from development under the proposed project would alter the existing drainage pattern at the site, and would result in additional runoff that could exceed the capacity of existing storm water systems. The potential impacts to the storm water drainage system by the proposed project will be addressed in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

As required by Senate Bill 610, any project exceeding 500 residential units must receive a Water Supply Assessment from the water purveyor prior to project approval to ensure that the available water supply would be sufficient to serve the project. Increased water demands would result from residential, hotel, and commercial uses at the project site. The City's General Plan EIR identifies the cumulative theoretical build-out scenario as exacerbating current inadequacies in water distribution and storage capacity. This issue will be addressed and results of the Water Supply Assessment will be provided in the EIR.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 6, 7, 8) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Refer to the discussion for Item XII.b., above.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Solid waste collection service for the City of Huntington Beach is provided by Rainbow Disposal. Collected solid waste is transported to a transfer station where the solid waste is sorted and processed through a Materials Recovery Facility where recyclable materials are removed. The remaining solid waste is transported to the Frank R. Bowerman Landfill located in the City of Irvine. The landfill has a remaining capacity in excess of 30 years based on present solid waste generation rates. The proposed project would result in an intensification of land use and increase solid waste generation. The project's potential impacts on landfill capacity will be analyzed in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Although participation in City and/or County recycling programs is assumed, design of project features are not yet finalized. Therefore, an analysis of the project's consistency with applicable regulations related to solid waste will be included in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. AESTHETICS. Would the project:

- a) Have a substantial adverse effect on a scenic vista? (**Sources:** 6, 7, 8) ☒ ☐ ☐ ☐
Discussion:

The project site is located adjacent to Pacific Coast Highway in the vicinity of the Huntington Beach pier. As stated within the General Plan, the Huntington Beach Pier and Pierside Pavilion are considered a "landmark," which is defined as a significant reference point that helps to identify a particular area in the City. In addition, views from areas adjacent to the project site include panoramic vistas of the beach area. The proposed project would result in construction of new commercial and residential facilities that may affect public view points and view corridors from these and other adjacent areas. The potential for the proposed project to modify existing scenic vistas will be evaluated in the EIR.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (**Sources:** 6, 7, 8) ☒ ☐ ☐ ☐
Discussion:

PCH is designated by the State of California as a Scenic Highway, containing visual amenities that enhance the visual quality and ambiance of the City. Scenic resources associated with PCH primarily include the Pacific Ocean to the south. The project proposes a grade-separated pedestrian bridge that would cross over PCH. This project component may affect views from PCH. Therefore, the potential for proposed development to affect the overall character of the viewing experience from PCH will be addressed in the EIR.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? (**Sources:** 6, 7, 8) ☒ ☐ ☐ ☐
Discussion:

Proposed development would transform the project site from a vacant parcel of land to a residential and commercial development with most structures from one to four stories in height, with the exception of the hotel that would be eight stories in height. The visual character of the area, including shade and shadows generated by the proposed development, would be substantially modified due to the increased development density of the area. The EIR will address the potential for these changes to adversely impact the area.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (**Sources:** 6, 7, 8) ☒ ☐ ☐ ☐
Discussion:

Light impacts could result from new commercial and residential building activities, security lighting, such as along the buildings' perimeter, in the subterranean parking garage, and for surface parking along the interior collector street of the residential component. Lighting from the proposed project commercial and residential buildings may be visible from the street or light-sensitive receptors immediately surrounding the project site, including the existing adjacent residences and the Pier, which could be potentially affected by the new lighting system. This issue will be analyzed in the EIR.

Glare can result from daytime reflection of sunlight off flat building surfaces. The proposed project may include reflective surfaces (e.g., windows, brightly colored or bare concrete building façade treatments) due to large building faces. The visual impact of glare created by the project site will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. CULTURAL RESOURCES. Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |

There are no above-ground structures located on the site. The cultural resources report prepared for the project site reported two archaeological sites that had been previously identified on the project site: one prehistoric site (CA-ORA-149) and one historic site (CA-ORA-1582H). CA-ORA-1582H was determined not to be an historical resource under CEQA and any project-related impact to the known components of this archaeological site would be considered less than significant. However, site CA-ORA-149 has been determined to be potentially eligible for the California Register of Historic Resources (CRHR). The Archaeological Evaluation completed for the proposed project concludes that impacts to this site could be addressed through data recovery excavations and construction monitoring. The EIR will include an analysis of potential impacts to on-site cultural resources.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |

Refer to the discussion for Item XIV.a., above.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 2, 5) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |

The proposed project site is underlain by two sedimentary rock units, Pleistocene Marine Terrace Deposits and Holocene Alluvium and Colluvium. A paleontological resources impact mitigation program was conducted during the grading and soil export from the borrow area of the site in 1999. The mitigation program associated with the 1999 soil export activities resulted in the recovery of fossils from eight new sites identified during grading. As such, grading and other earth moving activities associated with the proposed project could result in the loss of scientifically important paleontological resources, such as previously unrecorded fossil sites, fossil remains, and associated geologic and geographic site data. The potential impacts to paleontological resources will be analyzed in the EIR.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |

As stated above under item (a), the project site includes two archaeological sites. The potential for discovery for human remains, while not anticipated, could occur due to construction activities on the project site. While this impact could be addressed through construction monitoring, the potential impacts to human remains will be analyzed in the EIR.

XV. RECREATION. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources: 6, 7, 8, 12, 13) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

Population increases associated with development of 516 condominium homes would increase demands on recreational facilities. The project proposes 0.9 acre of recreational and park areas in addition to common open space and would be subject to standard park requirements. Approximately 0.35 acre of park areas would be designated for private use by the residents of the proposed project. Approximately 0.55 acre of park areas on the project site would be accessible to the public. The current park per capita ratio for the City is 5 acres per 1,000 persons. As a result, on-site recreational resources may not adequately serve project residents. The EIR will analyze the potential for increased demands of off-site recreational facilities.

In addition, significant impacts from the project could occur if the demand or need for lifeguard services from increased beach use exceeds the capacity of the existing level of service. Intensified development and additional parking could result in improved public access and increased beach use. The existing lifeguard staff and resources may not be sufficient to provide protection for an increased beach user population. Analysis of impacts to beach resources will be included in the EIR.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: 6, 7, 8, 12, 13) ☒ ☐ ☐ ☐
- Discussion:

The proposed project would include park areas that are for both public and private use. See item XV.a., above. The provision of a total of 0.90 acre of parkland on the project site is a component of the proposed project that could contribute to the potential impacts identified in this Initial Study. The provision of parks on-site will be analyzed as part of the overall project analysis included in the EIR.

- c) Affect existing recreational opportunities? (Sources: 6, 7, 8) ☒ ☐ ☐ ☐
- Discussion:

Population increases associated with development of 516 condominium homes would increase demands on recreational facilities. The project proposes 0.9 acre of recreational and park areas in addition to common open space. The current park per capita ratio for the City is 5 acres per 1,000 persons. As a result, on-site recreational resources may not adequately serve project residents. In addition, the 400-room hotel could increase demands at nearby recreational resources. The EIR will analyze the potential for increased demands of off-site recreational facilities.

XVI. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 4) ☐ ☐ ☐ ☒

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

There is no Prime Farmland, Farmland of Statewide Importance, or Unique Farmland is located on-site. No impact would occur, and no further analysis of this issue is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is currently zoned as District 7 (Visitor-Serving Commercial) and District 8A (High Density Residential) in the Downtown Specific Plan and is not a Williamson Act contract. No impact would occur, and no further analysis of this issue is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Although agricultural uses have once existed on the site in the form of potato crops and livery stables, the site has been graded various times over the past 100+ years in connection with prior development that has also included residential, industrial, and commercial uses, and is not adjacent to active farmland. This site is currently undeveloped. No environmental changes associated with the proposed project would result in the conversion of farmland to non-agricultural uses. No impact would occur, and no further analysis of this issue is required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

As discussed above in sections IV, V, XIII, VII, XIV, and XV, the proposed project could potentially affect hydrology/ water quality, air quality, aesthetics, biological, cultural resources, and recreation. Additionally, impacts to any of the issue areas described above (for which potentially significant impacts have been identified) could be considered to affect the quality of the environment. These issues will be further analyzed in the EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 6, 7, 8) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant	Less Than Significant Impact	No Impact
		Unless Mitigation Incorporated		

Discussion:

Proposed project impacts could contribute to cumulative impacts that would result from related development in the vicinity of the proposed project. The EIR will discuss the potential for cumulative impacts to all resource areas analyzed in the EIR.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (**Sources:** 6, 7, 8)



Discussion:

Potential impacts to human beings could occur through the potential environmental impacts on resources identified in this Initial Study. These impacts will be evaluated in the EIR.

XVIII. EARLIER ANALYSIS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration (CEQA Guidelines Section 15063 [c][3][D]). The following earlier documents have been prepared and utilized in this analysis and are available for review at the City of Huntington Beach Planning Department:

<u>Reference #</u>	<u>Document Title</u>
1	Barros, P. and S. Crull. 2002. Evaluation of Prehistoric Archaeological Site CA-ORA-149 and Historical Archaeological Site CA-ORA-1582H. January 2002.
2	Barros, P. and M. Roeder. 2001. Paleontologic Resource Impact Mitigation program Final Report. July 2001.
3	BonTerra Consulting. 2002. Revised Pacific City Biological Technical Report with cover letter. February 6, 2002.
4	California, State of. Department of Conservation, Office of Land Conservation. 1998 Orange County Important Farmland Map. 1999.
5	City of Huntington Beach. 1999. <i>Mitigated Negative Declaration for the 31 Acre Site Soil Export</i> . Environmental Assessment No. 99-1.
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DEPARTMENT OF TRANSPORTATION

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

*Flex your power!
Be energy efficient!***FAX & MAIL**

February 5, 2003

Mary Beth Broeren
City of Huntington Beach
2000 main Street
Huntington Beach, CA 92648

File: IGR/CEQA
SCH#: 2003011024
Log #: 1193
SR: PCH

Subject: Pacific City

Dear Ms. Broeren,

Thank you for the opportunity to review and comment on the Notice of Preparation for a Draft Environmental Impact report for the Pacific City Project. The project proposes to develop a 31.5-acre vacant site bounded by Pacific Coast Highway (PCH), 1st Street, Huntington Ave, Atlanta Ave into a mixed-use commercial and residential center including a 400-room hospitality/hotel, 240,000 square feet of retail, office, restaurant, cultural, and entertainment facilities, 516 condominiums, and improvements to vehicular and pedestrian circulation.

Caltrans District 12 status is a responsible agency on this project and has the following comments:

1. The issues of greatest concern to Caltrans are those that may impact traffic circulation and increase demand on state facilities. The DEIR should discuss impacts on local and regional transportation system in detail and propose mitigations to reduce the impacts to a level of insignificance. A discussion on funding responsibilities and fair share for the mitigation costs should be included in the DEIR. Further, a discussion of cumulative impacts associated with this and other nearby developments must be included in the DEIR.
2. A detail traffic study for this project should be prepared and include existing and future average daily traffic volumes, traffic generation including peak hour, traffic distribution, intersection capacity utilization analysis (using Highway Capacity Manual) along with current and projected capacities of local streets, and State highways or freeways that might be impacted. Enclosed for your consideration is Caltrans Guide for preparation of Traffic Impact Studies (TIS) and a list of Mitigation Measures that may be helpful in planning the project.

3. Mitigation measures should include bike and pedestrian use on PCH. A class II Bike Lane extending from 1st Street to Huntington Street is recommended since the project location is adjacent to an existing Class II Bike Lane between 1st and 7th Streets. The State Senate and assembly have officially designated Pacific Coast Highway as "Pacific Coast Bicentennial Bike Route" in Resolution Chapter 31 and 143. In addition, Caltrans Deputy Directive 64 (DD64) accommodates the need and importance of non-motorized travelers. Following these directives Caltrans is implementing a bicycle program on the 42 miles of Pacific Coast Highway. Where possible we encourage a Class II bike lane implemented or at the minimum a class III bike lane.
4. All activities in Caltrans right of way will require an encroachment permit. Applicants need to plan for sufficient permit processing time, which may include engineering and environmental studies and documentation. Please see the attached Environmental Review Requirements for Encroachment Permits. For specific details, Please refer to Caltrans Encroachment Permits Manual, seventh Edition also available online: WWW.dot.ca.gov/hq/traffops/developersv/permits.

Please continue to keep us informed of this project and other future developments, which could potentially impact our transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,



Robert F. Joseph, Chief
IGR/Community Planning Branch

c: Terry Roberts, Office of Planning and Research
Ron Helgeson, HQ IGR/Community Planning
Saied Hashemi, Traffic Operations

RECEIVED

FEB 10



GUIDE FOR THE PREPARATION

OF

TRAFFIC IMPACT STUDIES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

January 2001

PREFACE

The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS).

In the early 1990s, the Caltrans District 6 office located in Fresno identified a need to provide better quality and consistency in the analysis of traffic impacts generated by local development and land use change proposals that effect State highway facilities. At that time District 6 brought together both public and private sector expertise to develop a traffic impact study guide. The District 6 guide has proven to be successful at promoting consistency and uniformity in the identification and analysis of traffic impacts generated by local development and land use changes.

The guide developed in Fresno was adapted for statewide use by a team of Headquarters and district staff. The guide will provide consistent guidance for Caltrans staff who review local development and land use change proposals as well as inform local agencies of the information needed for Caltrans to analyze the traffic impacts to State highway facilities. The guide will also benefit local agencies and the development community by providing more expeditious review of local development proposals.

Even though sound planning and engineering practices were used to adapt the Fresno TIS guide, it is anticipated that changes will occur over time as new technologies and more efficient practices become available. To facilitate these changes, Caltrans encourages all those who use this guide to contact their nearest district office (i.e., IGR/CEQA Coordinators) to coordinate any changes with the development team.

ACKNOWLEDGEMENTS

The District 6 traffic impact study guide provided the impetus and a starting point for developing the statewide guide. Special thanks is given to Marc Birnbaum for recognizing the need for a TIS guide and for his valued experience and vast knowledge of land use planning to significantly enhance the effort to adapt the District 6 guide for statewide use. Randy Treece from District 6 provided many hours of coordination, research and development of the original guide and should be commended for his diligent efforts. Sharri Bender Ehlert of District 6 provided much of the technical expertise in the adaptation of the District 6 guide and her efforts are greatly appreciated.

A special thanks is also given to all those Cities, Counties, Regional Agencies, Congestion Management Agencies, Consultants, and Caltrans Employees who reviewed the guide and provided input during the development of this Guide for the Preparation of Traffic Impact Studies.

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I. INTRODUCTION

Caltrans desires to provide a safe and efficient State transportation system for the citizens of California pursuant to various Sections of the California Streets and Highway Code. This is done in partnership with local and regional agencies through procedures established by the California Environmental Quality Act (CEQA) and other land use planning processes. The intent of this guide is to provide a starting point and a consistent basis in which Caltrans evaluates traffic impacts to State highway facilities. The applicability of this guide for local streets and roads (non-State highways) is at the discretion of the effected jurisdiction.

Caltrans reviews federal, state, and local agency development projects¹, and land use change proposals for their potential impact to State highway facilities. The primary objectives of this guide is to provide:

- ❑ guidance in determining if and when a traffic impact study (TIS) is needed,
- ❑ consistency and uniformity in the identification of traffic impacts generated by local land use proposals.
- ❑ consistency and equity in the identification of measures to mitigate the traffic impacts generated by land use proposals.
- ❑ lead agency² officials with the information necessary to make informed decisions regarding the existing and proposed transportation infrastructure (see Appendix A. Minimum Contents of a TIS)
- ❑ TIS requirements early in the planning phase of a project (i.e., initial study, notice of preparation, or earlier) to eliminate potential delays later.
- ❑ a quality TIS by agreeing to the assumptions, data requirements, study scenarios, and analysis methodologies in advance of beginning the study, and
- ❑ early coordination during the planning phases of a project to reduce the time and cost of preparing a TIS.

II. WHEN A TRAFFIC IMPACT STUDY IS NEEDED

The level of service³ (LOS) for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs (see Appendix "C-2") describe the measures best suited for analyzing State highway facilities (i.e., freeway sections, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

¹ "Project" refers to activities directly undertaken by government, financed by government, or requiring a permit or other approval from government as defined in Section 21065 of the Public Resources Code and Section 15378 of the California Code of Regulations.

² "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Defined in Section 21165 of the Public Resources Code, the "California Environmental Quality Act, and Section 15367 of the California Code of Regulations.

³ "Level of service" as defined in the latest edition of the Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council.

A. Trip Generation Thresholds

The following criterion is a starting point in determining when a TIS is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS “C” or “D”).
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis⁴:
 - a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
 - b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
 - c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Note: A traffic study may be as simple as providing a traffic count to as complex as a microscopic simulation. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic.

B. Exceptions

Exceptions require consultation between the lead agency, Caltrans, and those preparing the TIS. When a project's traffic impact to a State highway facility can clearly be anticipated without a study and all the parties involved (lead agency, developer, and the Caltrans district office) are able to negotiate appropriate mitigation, a TIS may not be necessary.

C. Updating An Existing Traffic Impact Study

A TIS requires updating when the amount or character of traffic is significantly different from an earlier study. Generally a TIS requires updating every two years. A TIS may require updating sooner in rapidly developing areas and not as often in slower developing areas. In these cases, consultation with Caltrans is strongly recommended.

III. SCOPE OF TRAFFIC IMPACT STUDY

Consultation between the lead agency, Caltrans, and those preparing the TIS is recommended before commencing work on the study to establish the appropriate scope. At a minimum, the TIS should include the following:

A. Boundaries of the Traffic Impact Study

All State highway facilities impacted in accordance with the criteria in Section II should be studied. Traffic impacts to local streets and roads can impact intersections with State highway facilities. In these cases, the TIS should include an analysis of adjacent local facilities, upstream and downstream, of the intersection (i.e., driveways, intersections, and interchanges) with the State highway.

⁴ A “lesser analysis” may include obtaining traffic counts, preparing signal warrants, or a focused TIS, etc.

B. Traffic Analysis Scenarios

Caltrans is interested in the effects of general plan updates and amendments as well as the effects of specific project entitlements (i.e., site plans, conditional use permits, sub-divisions, rezoning, etc.) that have the potential to impact a State highway facility. The complexity or magnitude of the impacts of a project will normally dictate the scenarios necessary to analyze the project. Consultation between the lead agency, Caltrans, and those preparing the TIS is recommended to determine the appropriate scenarios for the analysis. The following scenarios should be addressed in the TIS when appropriate:

1. When only a general plan amendment or update is being sought, the following scenarios are required:
 - a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
 - b) Proposed Project Only with Select Link⁵ Analysis - Trip generation and assignment for build-out of general plan.
 - c) General Plan Build-out Only - Trip assignment and peak hour LOS analysis. Include current land uses and other pending general plan amendments.
 - d) General Plan Build-out Plus Proposed Project - Trip assignment and peak hour LOS analysis. Include proposed project and other pending general plan amendments.
2. When a general plan amendment is not proposed and a proposed project is seeking specific entitlements (i.e., site plans, conditional use permits, sub-division, rezoning, etc.), the following scenarios must be analyzed in the TIS:
 - a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
 - b) Proposed Project Only - Trip generation, distribution, and assignment in the year the project is anticipated to complete construction.
 - c) Cumulative Conditions (Existing Conditions Plus Other Approved and Pending Projects Without Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
 - d) Cumulative Conditions Plus Proposed Project (Existing Conditions Plus Other Approved and Pending Projects Plus Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
 - e) Cumulative Conditions Plus Proposed Phases (Interim Years) - Trip assignment and peak hour LOS analysis in the years the project phases are anticipated to complete construction.
3. In cases where the circulation element of the general plan is not consistent with the land use element or the general plan is outdated and not representative of current or future forecasted conditions, all scenarios from Sections III. B. 1. and 2. should be utilized with the exception of duplicating of item 2.a.

⁵ "Select link" analysis represents a project only traffic model run, where the project's trips are distributed and assigned along the highway network. This procedure isolates the specific impact on the State highway network.

IV. TRAFFIC DATA

Prior to any fieldwork, consultation between the lead agency, Caltrans, and those preparing the TIS is recommended to reach consensus on the data and assumptions necessary for the study. The following elements are a starting point in that consideration.

A. Trip Generation

The latest edition of the Institute of Transportation Engineers' (ITE) TRIP GENERATION report should be used for trip generation forecasts. Local trip generation rates are also acceptable if appropriate validation is provided to support them.

1. Trip Generation Rates – When the land use has a limited number of studies to support the trip generation rates or when the Coefficient of Determination (R^2) is below 0.75, consultation between the lead agency, Caltrans and those preparing the TIS is recommended.
2. Pass-by Trips⁶ – Pass-by trips are only considered for retail oriented development. Reductions greater than 15% requires consultation and acceptance by Caltrans. The justification for exceeding a 15% reduction should be discussed in the TIS.
3. Captured Trips⁷ – Captured trip reductions greater than 5% requires consultation and acceptance by Caltrans. The justification for exceeding a 5% reduction should be discussed in the TIS.
4. Transportation Demand Management (TDM) – Consultation between the lead agency and Caltrans is essential before applying trip reduction for TDM strategies.

NOTE: Reasonable reductions to trip generation rates are considered when adjacent State highway volumes are sufficient (at least 5000 ADT) to support reductions for the land use.

B. Traffic Counts

Prior to field traffic counts, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to determine the level of detail (e.g., location, signal timing, travel speeds, turning movements, etc.) required at each traffic count site. All State highway facilities within the boundaries of the TIS should be considered. Common rules for counting vehicular traffic include but are not limited to:

1. Vehicle counts should be conducted on Tuesdays, Wednesdays, or Thursdays during weeks not containing a holiday and conducted in favorable weather conditions.
2. Vehicle counts should be conducted during the appropriate peak hours (see peak hour discussion below).
3. Seasonal and weekend variations in traffic should also be considered where appropriate (i.e., recreational routes, tourist attractions, harvest season, etc.).

C. Peak Hours

To eliminate unnecessary analysis, consultation between the lead agency, Caltrans and those preparing the TIS is recommended during the early planning stages of a project. In general, the TIS should include a morning (a.m.) and an evening (p.m.) peak hour analyses. Other peak hours (e.g., 11:30 a.m. to 1:30 p.m., weekend, holidays, etc.) may also be required to determine the significance of the traffic impacts generated by a project.

⁶ "Pass-by" trips are made as intermediate stops between an origin and a primary trip destination (i.e., home to work, home to shopping, etc.).

⁷ "Captured Trips" are trips that do not enter or leave the driveways of a project's boundary within a mixed-use development.

D. Travel Forecasting (Transportation Modeling)

The local or regional traffic model should reflect the most current land use and planned improvements (i.e., where programming or funding is secured). When a general plan build-out model is not available, the closest forecast model year to build-out should be used. If a traffic model is not available, historical growth rates and current trends can be used to project future traffic volumes. The TIS should clearly describe any changes made in the model to accommodate the analysis of a proposed project.

V. TRAFFIC IMPACT ANALYSIS METHODOLOGIES

Typically, the traffic analysis methodologies for the facility types indicated below are used by Caltrans and will be accepted without prior consultation. When a State highway has saturated flows, the use of a micro-simulation model is encouraged for the analysis. Other analysis methods may be accepted, however, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to agree on the information necessary for the analysis.

- A. Freeway Sections – Highway Capacity Manual (HCM)* Chapter 3, operational analysis
- B. Weaving Areas – Caltrans Highway Design Manual (HDM) Chapter 500
- C. Ramps and Ramp Junctions – HCM* Chapter 5, operational analysis or Caltrans HDM Chapters 400 and 500, Caltrans Ramp Metering Guidelines (most recent edition)
- D. Multi-Lane Rural and Urban Highways – HCM* Chapter 7, operational analysis
- E. Two-lane Highways – HCM* Chapter 8, operational analysis
- F. Signalized Intersections⁸ – HCM* Chapter 9, Highway Capacity Software**, operational analysis, TRAFFIXTM**, Synchro**, see footnote 8
- G. Unsignalized Intersections – HCM* Chapter 10, operational analysis, Caltrans Traffic Manual for signal warrants if a signal is being considered
- H. Transit Capacity – HCM* Chapter 12, operational analysis
- I. Pedestrians - HCM* Chapter 13
- J. Bicycles – HCM* Chapters 14, use operational analysis when applying Chapter 9 and 10 HCM methods to bicycle analysis
- K. Caltrans Criteria/Warrants – Caltrans Traffic Manual (stop signs, traffic signals, freeway lighting, conventional highway lighting, school crossings)
- L. Channelization – Caltrans guidelines for Reconstruction of Intersections, August 1985, Ichiro Fukutome

*The most current edition of the Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council, should be used.

**NOTE: Caltrans does not officially advocate the use of any special software. However, consistency with the HCM is advocated in most but not all cases. The Caltrans local development review units utilize the software mentioned above. If different software or analytical techniques are used for the TIS then consultation between the lead agency, Caltrans and those preparing the TIS is recommended. Results that are significantly different than those produced with the analytical techniques above should be challenged.

⁸ The procedures in the Highway Capacity Manual "do not explicitly address operations of closely spaced signalized intersections. Under such conditions, several unique characteristics must be considered, including spill-back potential from the downstream intersection to the upstream intersection, effects of downstream queues on upstream saturation flow rate, and unusual platoon dispersion or compression between intersections. An example of such closely spaced operations is signalized ramp terminals at urban interchanges. Queue interactions between closely spaced intersections may seriously distort the procedures in" the HCM. Scope of Manual, page 1-2, Highway Capacity Manual, Special Report 209, updated December 1997.

VI. MITIGATION MEASURES

The TIS should provide the nexus [Nollan v. California Coastal Commission, 1987, 483 U.S. 825 (108 S.Ct. 314)] between a project and the traffic impacts to State highway facilities. The TIS should also establish the rough proportionality [Dolan v. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)] between the mitigation measures and the traffic impacts. One method for establishing the rough proportionality or a project proponent's equitable responsibility for a project's impacts is provided in Appendix "B." Consultation between the lead agency, Caltrans and those preparing the TIS is recommended to reach consensus on the mitigation measures and who will be responsible.

Mitigation measures must be included in the traffic impact analysis. This determines if a project's impacts can be eliminated or reduced to a level of insignificance. Eliminating or reducing impacts to a level of insignificance is the standard pursuant to CEQA and the National Environmental Policy Act (NEPA). The lead agency is responsible for administering the CEQA review process and has the principal authority for approving a local development proposal or land use change. Caltrans, as a responsible agency, is responsible for reviewing the TIS for errors and omissions that pertain to State highway facilities. The authority vested in the lead agency to administer the CEQA process does not take precedence over other authorities in law.

If the mitigation measures require work in the State highway right-of-way an encroachment permit from Caltrans will be required. This work will also be subject to Caltrans standards and specifications. Consultation between the lead agency, Caltrans and those preparing the TIS early in the planning process is strongly recommended to expedite the review of local development proposals and to reduce conflicts and misunderstandings in both the local agency CEQA review process as well as the Caltrans encroachment permit process.

APPENDIX “A”

MINIMUM CONTENTS

OF A

TRAFFIC IMPACT STUDY

MINIMUM CONTENTS OF TRAFFIC IMPACT STUDY REPORT

I. EXECUTIVE SUMMARY

II. TABLE OF CONTENTS

- A. List of Figures (Maps)
- B. List of Tables

III. INTRODUCTION

- A. Description of the proposed project
- B. Location of project
- C. Site plan including all access to State highways (site plan, map)
- D. Circulation network including all access to State highways (vicinity map)
- E. Land use and zoning
- F. Phasing plan including proposed dates of project (phase) completion
- G. Project sponsor and contact person(s)
- H. References to other traffic impact studies

IV. TRAFFIC ANALYSIS

- A. Clearly stated assumptions
- B. Existing and projected traffic volumes (including turning movements), facility geometry (including storage lengths), and traffic controls (including signal phasing and multi-signal progression where appropriate) (figure)
- C. Project trip generation including references (table)
- D. Project generated trip distribution and assignment (figure)
- E. LOS and warrant analyses - existing conditions, cumulative conditions, and full build of general plan conditions with and without project

V. CONCLUSIONS AND RECOMMENDATIONS

- A. LOS and appropriate MOE quantities of impacted facilities with and without mitigation measures
- B. Mitigation phasing plan including dates of proposed mitigation measures
- C. Define responsibilities for implementing mitigation measures
- D. Cost estimates for mitigation measures and financing plan

VI. APPENDICES

- A. Description of how traffic data was collected
- B. Description of methodologies and assumptions used in analyses
- C. Worksheets used in analyses (i.e., signal warrant, LOS, traffic count information, etc.)

APPENDIX “B”

METHODOLOGY FOR CALCULATING EQUITABLE MITIGATION MEASURES

METHOD FOR CALCULATING EQUITABLE MITIGATION MEASURES

The methodology below is neither intended as, nor does it establish, a legal standard for determining equitable responsibility and cost of a project's traffic impact. the intent is to provide:

1. A starting point for early discussions to address traffic mitigation equitably.
2. A means for calculating the equitable share for mitigating traffic impacts.
3. A means for establishing rough proportionality [Dolan v. City of Tigard. 1994, 512 U.S. 374 (114 S. Ct. 2309)].

The formulas should be used when:

- A project has impacts that do not immediately warrant mitigation, but their cumulative effects are significant and will require mitigating in the future.
- A project has an immediate impact and the lead agency has assumed responsibility for addressing operational improvements

NOTE: This formula is not intended for circumstances where a project proponent will be receiving a substantial benefit from the identified mitigation measures. In these cases, (e.g., mid-block access and signalization to a shopping center) the project should take full responsibility to toward providing the necessary infrastructure.

EQUITABLE SHARE RESPONSIBILITY: Equation C-1

NOTE: $T_E < T_B$, see explanation for T_B below.

$$P = \frac{T}{T_B - T_E}$$

Where:

- P = The equitable share for the proposed project's traffic impact.
- T = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour, vph.
- T_B = The forecasted traffic volume on an impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible). vph.
- T_E = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

EQUITABLE COST: Equation C-2

$$C = P (C_T)$$

Where:

- C = The equitable cost of traffic mitigation for the proposed project, (\$). (Rounded to nearest one thousand dollars)
- P = The equitable share for the project being considered.
- C_T = The total cost estimate for improvements necessary to mitigate the forecasted traffic demand on the impacted State highway facility in question at general plan build-out. (\$).

NOTES

1. Once the equitable share responsibility and equitable cost has been established on a per trip basis, these values can be utilized for all projects on that State highway facility until the forecasted general plan build-out model is revised.
2. Truck traffic should be converted to passenger car equivalents before utilizing these equations (see the Highway Capacity Manual for converting to passenger car equivalents).

APPENDIX “C”

MEASURES OF EFFECTIVENESS

BY

FACILITY TYPE

MEASURES OF EFFECTIVENESS BY FACILITY TYPE

TYPE OF FACILITY	MEASURE OF EFFECTIVENESS
Freeways	
Basic Freeway Segments	Density (pc/mi/ln)
Weaving Areas	Density (pc/mi/ln)
Ramp Junctions	Flow Rates (pcph)
Multi-Lane Highways	Density (pc/mi/ln) Free-Flow Speed (mph)
Two-Lane Highways	Time Delay (percent)
Signalized Intersections	Average Control Delay (sec/veh)
Unsignalized Intersections	Average Control Delay (sec/veh)
Arterials	Average Travel Speed (mph)
Transit	Load Factor (pers/seat, veh/hr, people/hr)
Pedestrians	Space (sq. ft./ped)

Measures of effectiveness for level of service definitions located in table 1-2, Chapter 1, of the 1997 Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council.

Transition between LOS "C" and LOS "D" Criteria
(Reference 1997 Highway Capacity Manual)

Basic Freeway Sections

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum Service Flow Rate (pcphpl)	Maximum Volume/Capacity Ratio
Free-Flow Speed = 70 mph				
A	10.0	70.0	700	0.29
B	16.0	70.0	1120	0.47
C	24.0	68.0	1632	0.68
D	32.0	64.0	2048	0.85
E	45.0	53.0	2400	1.00
F	var	var	var	var

Weaving Areas

LOS	MAXIMUM DENSITY (pc/mi/ln)	
	Freeway Weaving Area	Multi-lane and C - D Weaving Areas
A	10	12
B	20	24
C	28	32
D	35	36
E	<= 43	<= 40
F	> 43	>40

Ramp-Freeway Junction Areas of Influence

LOS	Maximum Density (Primary Measure) (pc/mi/ln)	Minimum Speed (Secondary Measure) (MPH)
A	10	58
B	20	56
C	28	52
D	35	46
E	> 35	42
F	^a	^a

^a Demand flows exceed limits of table 5-1.

Signalized Intersections

LOS	Control Delay Per Vehicle (sec)
A	10
B	20
C	35
D	55
E	80
F	> 80

..... Dotted line represents the transition between LOS "C" and LOS "D"

SUGGESTED TRAFFIC MITIGATION MEASURES

NEW CONSTRUCTION

1. Adopt measures that require developer contributions for transportation improvements. These funds could be used for building new freeways, widening freeways and major arterials, construction separate mass transit and car/van pool lanes, and park-and-ride facilities.
2. Computerize traffic signals and freeway ramp meters.
3. Coordinate surface street traffic signals with freeway traffic flow (pre-emptive traffic signals).
4. Construct separate car/van pool lanes on freeway access ramps.
5. Improve the metering system on freeway ramps.
6. Provide bus benches and shelters, and bus turnouts.
7. Improve transit stop facilities (security, fare policies, maintenance, etc.)

TRANSIT MANAGEMENT EFFICIENCY MEASURES

1. Improve the incident response system.
2. Improve the highway surveillance system (install video cameras and other electronic devices).
3. Improve the driver information system.
4. Improve the enforcement of current traffic regulations.

DEMAND MANAGEMENT - Alternatives to Single Occupancy Vehicles

1. Encourage ride-sharing through outreach, education and incentives.
2. Set-up an independent areas wide ride-coordination office.
3. Encourage the use of buses or mass transit.
4. Expand mass transit to include dial-a-ride and other shuttle/express services.
5. Adopt ride-sharing policies that encourage employers to raise their person-per-vehicle average.
6. Construct bus turn-outs and bus shelters.
7. Work with local transit providers requesting additional service to specified areas.

PARKING

1. Construct park-and-ride facilities near major existing and new residential developments.
2. Construct fewer on-site parking spaces and provide car/van pool vehicles preferential parking.
3. Adopt a parking-pricing scheme which varies with the number of passengers, i.e. the higher the number of passengers, the larger the rate reduction.

BICYCLES

1. Install call boxes on bike paths.
2. Construct additional functional bicycle facilities (bike trails, install bike path lighting).
3. Plan and construct bike trails through residential and other community areas that lead to main bike lanes.

REDUCE PEAK-PERIOD TRAVEL

1. Encourage work hour rescheduling (staggered hours, flex-time, 4-day week).
2. Adopt measures which minimize truck travel during peak travel periods.

LAND USE CONTROLS

1. Promote policies that encourage the simultaneous development of industrial, commercial and entertainment centers with residential communities.
2. Promote policies that encourage other mixed-uses (such as the construction and maintenance of bike facilities) and discourage urban sprawl.
3. Adopt policies that allow new development only when transportation facilities can handle the additional capacity.

ENVIRONMENTAL REVIEW REQUIREMENTS FOR ENCROACHMENT PERMITS

Any Party, outside of Caltrans, that does work on a State Highway or Interstate Highway in California needs to apply for an encroachment permit. To acquire any encroachment permit, environmental concerns must be addressed. Environmental review of encroachment permit applications may take 3 weeks if the application is complete or longer if the application is incomplete. For soil disturbing activities (e.g. geotechnical borings, grading, usage of unpaved roads from which dirt and other materials may be tracked onto the State/Interstate highways, etc.), compliance with Water Quality and Cultural Resources Provisions are emphasized. Surveys may/ may not be soil-disturbing activities, depending on the site and survey method.

A complete application for environmental review includes the following:

1. If an environmental document (CE, EIR/EIS, ND, etc.) has been completed for the project, copy of the final, approved document must be submitted with the application.
2. **Water Quality Provision:** All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control including production of a Water Pollution Control Program or Storm Water Pollution Prevention Plan as required. The applicant must provide Encroachments with a copy of the Storm Water Pollution Prevention Plan (SWPPP) including Best Management Practices (BMPs) to be implemented for construction activities impacting Caltrans Right of Way, prepared for this as required by the NPDES Statewide Storm Water Permit for General Construction Activities. If no SWPPP has been prepared for this project, then the applicant must follow the requirements described in the attached Water Pollution Control Provisions (please see attachment).
3. **Cultural Resources Provisions:** If not included in the environmental document, before permit approval and project construction, the encroachment permit applicant must complete a Cultural Resource Assessment pursuant to Caltrans Environmental Handbook, Volume 2, Appendix B-1, and Exhibit 1, as amended. The Cultural Resources Assessment ascertains the presence or absence of cultural resources within a one-mile radius of the project area and evaluates the impact to any historical/cultural resource. Cultural Resources include "those resources significant in American history, architecture, archaeology, and culture, including Native American Resources" (Caltrans Environmental Handbook, Volume 2, Chapter 1, as amended)]. The Cultural Resource Assessment must include:
 - a) a clear project description and map indicating project work, staging areas, site access, etc.;
 - b) a Record Search conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. For information call (714) 278-5395;
 - c) proof of Native American consultation. Consultation involves contacting the Native American Heritage Commission (NAHC), requesting a search of their Sacred Lands File, and following the recommendations provided by the NAHC. For information call (916) 653-4082;
 - d) documentation of any historic properties (e.g. prehistoric and historic sites, buildings, structures, objects, or districts listed on, eligible for, or potentially eligible for listing on the National Register of Historic Places) within a one mile radius of the project area;
 - e) and a survey by qualified archaeologist for all areas that have not been previously researched.

The SCCIC and NAHC have an approximate turn around time of 2 weeks.
4. **Biological Resources Provisions:** Work conducted within Caltrans Right of Way should have the appropriate plant and wildlife surveys completed by a qualified biologist. If the information is not included in the environmental document, Environmental Planning requests that the applicant submit a copy of the biological study, survey, or technical report by a qualified biologist that provides details on the existing vegetation and wildlife at the project site and any vegetation that is to be removed during project activities. Official lists and databases should also be consulted for sensitive species such as the California Natural Diversity Database and lists provided by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Any impacts that affect waterways and drainages and/or open space during construction, or that occur indirectly as a result of the project must be coordinated with the appropriate resource agencies. As guidance, we ask that the applicant include:
 - a) clear description of project activities and the project site
 - b) completed environmental significance checklist (not just yes and no answers, but a description should be given as to the reason for the response),
 - c) staging/storage areas noted on project plans,
 - d) proposed time of year for work and duration of activities (with information available),
 - e) any proposed mitigation (if applicable to the project),
 - f) and a record of any prior resource agency correspondence (if applicable to the project).



**DIVISION OF OIL,
GAS, & GEOTHERMAL
RESOURCES**

■ ■ ■

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■ ■ ■

GRAY DAVIS
GOVERNOR

DEPARTMENT OF CONSERVATION
STATE OF CALIFORNIA

January 9, 2003

RECEIVED
JAN 10 2003

Mary Beth Broeren, Principal Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Subject: Notice of Preparation of a Draft Environmental Impact Report, Project Title:
Pacific City, Orange County

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. We offer the following comments for your consideration.

The proposed project is located within the administrative boundaries of the Huntington Beach oil field. There are numerous plugged and abandoned wells within the project boundaries. These wells are identified on Division map 135 and records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Mary Beth Broeren, Principal Planner

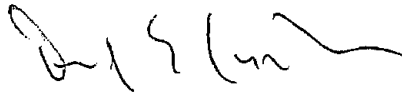
January 9, 2003

Page 2

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division's Cypress district office for a copy of the site-review packet.

Thank you for the opportunity to comment on the NOP. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

A handwritten signature in black ink, appearing to read "David Curtis", with a stylized flourish at the end.

David Curtis
Environmental Engineer



Winston H. Hickox
Secretary for
Environmental
Protection

California Regional Water Quality Control Board

Santa Ana Region

Internet Address: <http://www.swrcb.ca.gov/rwqcb8>
3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (909) 782-4130 - FAX (909) 781-6288



Gray Davis
Governor

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website at www.swrcb.ca.gov/rwqcb8.

January 28, 2003

Ms. Mary Beth Broeren
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

NOTICE OF PREPERATION (NOP) FOR DRAFT ENVIRONMENTAL REPORT (EIR) FOR PACIFIC CITY, CITY OF HUNTINGTON BEACH, ORANGE COUNTY/ STATE CLEARING HOUSE NUMBER #2003011024

Dear Ms. Mary Beth Broeren:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), has reviewed the Notice of Preparation for the above referenced project. The project proposes to develop 31.5 acre of vacant land into a mixed-use visitor serving commercial center with a residential village. The project is located in the City of Huntington Beach, Orange County.

There is widespread experience that urban development activity impacts water quality. There is the potential that the development of this area will substantially impact the water quality and the associated beneficial uses. Therefore, to lessen impacts to water quality standards and protect beneficial uses, the following principals and policies should be considered for the project:

1. Please be advised that any impacts to Waters of the United States or State require a Section 401 Water Quality Standards Certification or Waste Discharge Requirements from the Regional Board. Impacts to these waters should first and foremost be avoided. Where that is not practicable, impacts to these waters should be minimized. Mitigation of unavoidable impacts must replace the full function and value of the impacted waterbody. Information concerning Section 401 certification can be found at the Regional Board's website, www.swrcb.ca.gov/rwqcb8/html/401.html. Impacts to the waters of the United States also require a Clean Water Act Section 404 permit from the United States Army Corps of Engineers and a Streambed Alteration Agreement from the California Department of Fish and Game. Although Isolated Waters may be ruled as non-jurisdictional by the United States Army Corps of Engineers, please be aware that these waters may be considered Waters of the State. The California Water Code (§13260) requires you to file a Report of Waste Discharge with the Regional Board prior to discharging waste (including sediment) into Waters of the State. Failure to provide this report, once the Regional Board requests it may result in the imposition of administrative civil liability of up to \$1000.00 for each day in which the violation occurs (§13261 (b)(1)).
2. Avoid impacts to wetlands. Wetlands are known to be effective filters for treating runoff and adjacent waters to protect our bays, rivers, and lakes. Wetlands are also a vital part of the ecosystem providing wildlife habitat and protecting drinking water resources. When an impact is unavoidable mitigation will be necessary.



3. Development in this area will increase the amount of area covered with pavement or structures. This will alter the rate and volumes of groundwater recharge and surface water runoff. We encourage the use of pervious materials to retain absorption and allow more percolation of storm water into the ground within the site. The use of pervious materials, such as vegetated basins, permeable/porous pavement, etc., for all development is strongly encouraged. Any increase in runoff due to development should be mitigated to prevent damage to water quality and beneficial uses downstream.

Biological/vegetated treatment basins reduce the pollutants in storm or urban water runoff by filtering the runoff through the vegetation and the soil matrix and/or allowing infiltration into the underlying soils. Studies have shown that these wetlands and biofilters remove many of the harmful pollutants found in urban runoff, and also help mitigate the increased volume of runoff.

Porous pavement is an alternative to standard impervious pavement and should be considered for use in parking areas of the project. One type of porous pavement contains an underlying stone reservoir to temporarily store surface runoff allowing it to infiltrate into the subsoil.

4. Construction of detention basins or holding ponds and/ or constructed wetlands within a project site to capture and treat dry weather urban runoff and the first flush of rainfall runoff should be utilized if practical. These basins should be designed to detain runoff for a minimum time (e.g., 24 hours) to allow particles and associated pollutants to settle and to provide for natural treatment.
5. Consider retaining areas of open space to aid in the recharge and retention of runoff. Native plant materials should be used in replanting and hydroseeding operations. Native plants provide effective slope soil retention, help filter and clean runoff, maintain habitat for native animal species, and have other water quality benefits.
6. The coastal areas adjacent this project are very popular swimming and surfing areas. Avoid impacting these waters. This can be accomplished by minimizing runoff from this project and allowing the runoff that does flow from this project to be treated by several of the practices mentioned above.
7. Post-development storm water runoff flow rates (Q) should not differ from the pre-development Q. Changes in Q, either in a positive or negative manner can lead to erosion or sedimentation. Such a change in Q may create potential downstream impacts affecting 303 (d) listed water bodies as well as flood control facilities.
8. No waste material may be discharged to any drainage areas, channels, streambeds, or streams. Spoil sites must not be located within any streams or areas where spoil material could be washed into a water body.
9. As a result of the proposed construction activity occurring in an area over five acres, a General Construction Activity Storm Water Runoff Permit must be obtained by the project proponent. A Notice of Intent (NOI) with the appropriate fees for coverage of the project under the General

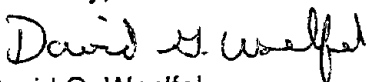
Construction Activity Storm Water Runoff Permit must be submitted to the State Water Resources Control Board at least 30-days prior to the initiation of construction activity at the site. Contact Mark Smythe at (909) 782-4493 or review the Construction Activity General Permit and Fact Sheet on the SWRCB website (www.swrcb.ca.gov) for information.

10. Appropriate best management practices (BMPs) must be implemented during construction to control the discharge of pollutants, prevent sewage spills, and to avoid discharge of sediments into the streets, storm water conveyance channels, or waterways.
11. A National Pollutant Discharge Elimination System (NPDES) permit for any discharge of wastes to surface waters, or Waste Discharge Requirements for any discharge of wastes to land, is required by the California Water Code.

For more information on the construction of the Best Management Practices (BMPs) mentioned above (grassed swales, porous pavement, constructed wetlands, and dry/wet detention ponds) please review the EPA website www.epa.gov/npdes/menuofbmeps/post.htm.

If you should have any questions, please call me at (909) 782-7960 or Mark Adelson at (909) 782-3234.

Sincerely,



David G. Woelfel
Planning Section

cc: Becky Frank – State Clearinghouse



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

RECEIVED
JAN 22 2003

January 15, 2003

Ms. Mary Beth Broeren
Principal Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Dear Ms. Broeren:

Notice of Preparation of a Draft Environmental Impact Report for Pacific City

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Dr. Charles Blankson, Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

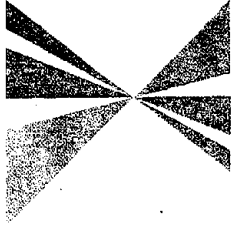


Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC030110-01LI
Control Number

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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cia, Grand Terrace • Susan Longville, San
Bernardino • Gary Oviatt, Ontario • Deborah
bertson, Rialto

San Joaquin County: Judy Mikel, Ventura County •
in Becerra, Simi Valley • Carl Morehouse, San
Joaquin • Toni Young, Port Hueneme

Riverside County Transportation Commission:
bin Lowe, Hemet

San Joaquin County Transportation Commission:
1 Davis, Simi Valley

February 4, 2003

Ms. Mary Beth Broeren
Principal Planner
City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648

RECEIVED
FEB 07 2003

RE: **Comments on the Notice of Preparation for a Draft Environmental
Impact Report for the Pacific City Project – SCAG No. I 20030003**

Dear Ms. Broeren:

Thank you for submitting the **Notice of Preparation for a Draft Environmental
Impact Report for the Pacific City Project** to SCAG for review and comment. As
areawide clearinghouse for regionally significant projects, SCAG reviews the
consistency of local plans, projects, and programs with regional plans. This activity
is based on SCAG's responsibilities as a regional planning organization pursuant to
state and federal laws and regulations. Guidance provided by these reviews is
intended to assist local agencies and project sponsors to take actions that
contribute to the attainment of regional goals and policies.

We have reviewed the **Notice of Preparation**, and have determined that **the
proposed Project is regionally significant per California Environmental Quality
Act (CEQA) Guidelines (Section 15206)**. The proposed Project considers the
construction of more than 500 dwelling units. CEQA requires that EIRs discuss any
inconsistencies between the proposed project and the applicable general plans and
regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and
rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional
Transportation Plan, which may be applicable to your project, are outlined in the
attachment. **We expect the DEIR to specifically cite the appropriate SCAG
policies and address the manner in which the Project is consistent with
applicable core policies or supportive of applicable ancillary policies. Please
use our policy numbers to refer to them in your DEIR. Also, we would
encourage you to use a side-by-side comparison of SCAG policies with a
discussion of the consistency or support of the policy with the Proposed
Project.**

Please provide a minimum of 45 days for SCAG to review the DEIR when this
document is available. If you have any questions regarding the attached comments,
please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

City of						
Hunt Beach	2000	2005	2010	2015	2020	2025
Population	206,292	208,983	215,812	220,079	223,147	226,174
Household	71,681	72,861	74,395	75,193	75,740	76,348
Employment	79,446	85,325	89,827	93,316	96,001	98,489

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.15 *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the

accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

REGIONAL TRANSPORTATION PLAN

The **Regional Transportation Plan (RTP)** also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

- 4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:*

Mobility - *Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.*

- *Average Work Trip Travel Time in Minutes – 25 minutes (Auto)*
- *PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- *PM Peak Non-Freeway Travel Speed*
- *Percent of PM Peak Travel in Delay (Fwy)*
- *Percent of PM Peak Travel in Delay (Non-Fwy)*

Accessibility - *Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*

- *Work Opportunities within 45 Minutes door to door travel time (Mode Neutral)*
- *Average transit access time*

Environment - Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)

- CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements

Reliability – Transportation system should have reasonable and dependable levels of service by mode. (All Trips)

- Transit – 63%
- Highway – 76%

Safety - Transportation systems should provide minimal accident, death and injury. (All Trips)

- Fatalities Per Million Passenger Miles – 0
- Injury Accidents – 0

Equity/Environmental Justice - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles

Cost-Effectiveness - Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety

- Return on Total Investment – Optimize return on Transportation Investments

4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.

4.04 Transportation Control Measures shall be a priority.

4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be

assessed.

- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a **Joint Powers Agency** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining **Conformity** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for **reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for **Inter-Governmental Review** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized **Areawide Waste Treatment Management Planning Agency**.

SCAG is responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.



County of Orange
Planning & Development Services Department

THOMAS B. MATHEWS
DIRECTOR

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

RECEIVED
FEB 03 2003

1/30/2003

RE: NCL 03-006

Mary Beth Broeren, Principal Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: Notice of Preparation (NOP) for the Pacific City Project

Dear Ms. Broeren:

Thank you for the opportunity to review the above referenced project. The proposed project will provide a mixed-use visitor-serving commercial center together with a residential village located on a 31.5-acre vacant downtown parcel on the inland side of Pacific Coast Highway. The County of Orange has reviewed the NOP for the subject project and offers the comments listed below.

Water Quality

Because of the recognized significance of the proposed project on water quality it is recommended that the following issues be addressed in the EIR:

- a) Existing conditions of Receiving Waters as identified in the Water Quality Control Plan – Santa Ana Basin (Basin Plan), with its goals and objectives for surface water quality;
- b) Water quality impairments in the downstream receiving waters, as reflected in the Clean Water Act 303(d) list and the 1996 California Water Quality Assessment Report;
- c) The potential surface water quality impacts of the project including but not limited to construction activities, long-term runoff impacts of new impervious surfaces, pesticides and fertilizers applied to landscaping, future spills from accidents and/or improper business management of chemicals, as they relate to a and b; and

- d) Mitigations for project water quality impacts, which should include:
 - i. Preparation of a construction Stormwater Pollution Prevention Plan under State NPDES requirements;
 - ii. Development of a long-term post-construction water quality management plan, describing commitments to installation and maintenance of structural facilities and conduct of non-structural Best Management Practices (BMPs) consistent with the Countywide Drainage Area Management Plan (DAMP) New Development Appendix.

The need for the incorporation of "special" structural BMPs, as defined in the DAMP should be evaluated with respect to the size and nature of the development and the proximity to a waterbody impaired by enterococci. This consideration should include the following resource documents:

- a) Incorporation of Federal EPA/NOAA guidance measures for coastal nonpoint source pollution;
- b) Incorporation of other measures from the State Municipal BMP Manual;
- c) Incorporation of other measures from the State Urban Runoff Technical Advisory Committee Report and Recommendations.

Cultural Resources

- The checklist analysis addressed the potential impacts to both archaeological and paleontological sites that are known and the possible impacts to unknown resources. Data excavations and construction monitoring are the suggested mitigations that the EIR will provide. In addressing the disposition of any collections that are salvaged from the project, the City should require the developer to prepare materials to the point of identification.
- We encourage the City to follow the Board of Supervisors lead in requiring cultural resources to be offered to a facility within Orange County.
- The cultural resources mitigation measures should require the project proponent to pay potential curation fees for the donated artifacts, especially since most suitable institutions require fees and such a policy is proposed for Orange County.

Solid Waste Disposal Capacity

In order to understand the solid waste capacity issue for Orange County, it is necessary to distinguish between refuse disposal capacity and daily capacity (or flow rate). Refuse disposal capacity refers to the available air space capacity at one or more County

landfills. Daily capacity refers to the maximum amount of daily permitted tonnage that may be disposed. The landfill permit establishes these capacities.

Refuse Disposal Capacity

The County of Orange owns and operates three active landfills. These are the Olinda Alpha Landfill near Brea, the Frank R. Bowerman Landfill near Irvine, and the Prima Deshecha Landfill in San Juan Capistrano. The Frank R. Bowerman Landfill is the closest facility to the project, and will likely be the solid waste facility most often receiving the waste from the subject project. Notwithstanding, the City of Huntington Beach is under contract to IWMD to commit all of its waste to the County landfill system (however, not to a particular facility) until the year 2007.

The California Integrated Waste Management Board requires that all counties have an approved Countywide Integrated Waste Management Plan (CIWMP). To be approved, the CIWMP must demonstrate sufficient solid waste disposal capacity for at least fifteen (15) years, or identify additional available capacity outside of the county's jurisdiction. Orange County's CIWMP, approved in 1996, contains future solid waste disposal demand based on the County population projections previously adopted by the Board of Supervisors. The Orange County landfill system has capacity in excess of fifteen years. Consequently, it may be assumed that adequate capacity for the subject project is available for the foreseeable future.

Daily Capacity

In order to ensure that the maximum permitted daily tonnage at a particular site is not exceeded, refuse trucks may have to transport material to one of the other two facilities identified above. Accordingly, your document should address transport of refuse from this project to any of the three active landfills.

At this time, the County does not have information on solid waste generation rates in Orange County. Any questions about solid waste generation rates should be forwarded to the California Integrated Waste Management Board in Sacramento.

Waste Diversion

The City is responsible for meeting the Assembly Bill 939 (AB 939) mandate of 50% disposal reduction, and for preparing AB 939 solid waste planning documents. These documents include the Source Reduction and Recycling Element (SRRE), the Household Hazardous Waste Element (HHWE), and the Non-Disposal Facility Element (NDFE).

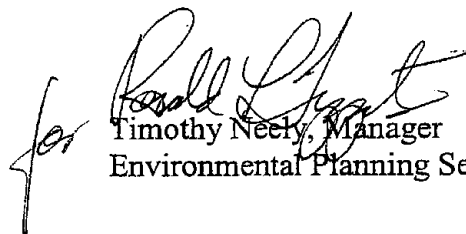
During the construction of new projects, construction wastes are generated. The proposed project will result in the generation of construction wastes. Construction-generated wastes consist primarily of inert materials that would otherwise take up valuable landfill space. Reducing construction wastes at construction sites conserves landfill space, reduces the environmental impact of producing new materials, and can reduce building project expenses overall through avoided purchase/disposal costs. Wood, drywall, cardboard, metals, brick, plastics and shingles can be reused in other

construction projects or recycled. The project applicant should contact the City's recycling coordinator who can provide the names and locations of recycling facilities in the project area that will accept construction wastes.

We recommend that a waste reduction plan be prepared for the construction wastes generated from this project. This plan should be coordinated with the City's recycling coordinator to help ensure that AB 939 requirements are properly addressed.

If you have any questions, please contact Jerry Mitchell at (714) 834-5389.

Sincerely,

for
Timothy Neely, Manager
Environmental Planning Services Division



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JAN 23 2003

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Chief Executive Officer

August 20, 2002

Ms. Mary Beth Broeren, Principal Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, CA 92648

Subject: Huntington Beach Pacific City Notice of Preparation

Dear Ms. Broeren:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document and has the following comments:

Currently OCTA operates on all the streets bordering the proposed project area. It is recommended that transit amenities such as turnouts, concrete bus pads, shelters/benches be incorporated into this project.

OCTA appreciates the opportunity to review and comment on this project. Please contact me with any questions or concerns at 714-560-5749 or cwright@octa.net.

Sincerely,

Christopher Wright
Associate Transportation Analyst



ORANGE COUNTY SANITATION DISTRICT

Fax rec'd 2/10/03

RECEIVED
FEB 11 2003

February 10, 2003

phone:
419 962-2411

mailing address:
P.O. Box 8127
Huntington Beach, CA
92648-8127

street address:
1 Ellis Avenue
Huntington Beach, CA
92648-7018

Mary Beth Broeren
Principal Planner
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: Notice of Preparation for an Environmental Impact Report for
Pacific City

This letter is in response to the above referenced Notice of Preparation (NOP) for the City of Huntington Beach (City). The 31.5-acre development will provide for commercial and high-density residential usage. The site is located in downtown Huntington Beach on the inland side of Pacific Coast Highway (PCH); fronting PCH, between 1st and Huntington Streets, and extending inland to Atlanta Avenue. The proposed project will be constructed over the next two to ten years and provide for a:

- Visitor Commercial Center - The 8-story, 400-room hotel including pool, spa, fitness and yoga center, restaurant, resort retail shops, and conference facilities will be located on approximately 10.6 acres. Commercial uses (dining/entertainment facilities, an International Surfing Museum and general office use) will be housed in several 3-story structures.
- Residential Village - 516 condominiums (two and four story) and recreational amenities will be located on 17.2-acres of the project site.
- Vehicular/Pedestrian Circulation Improvement Plan - Pacific View Drive will be extended through the site. Additional right-of-way will be provided on Huntington Street and Atlanta Avenue. Several crossings to the beach area are also proposed; two (at-grade) crossings, at the intersection of PCH and Huntington and 1st Streets, and a grade-separated pedestrian bridge crossing in the center of the proposed commercial district.

The area is within the jurisdiction of the Orange County Sanitation District (OCSD). Previous planning has shown primarily medium to medium-high density residential with some commercial usage for this area. The density of the proposed project site is considered slightly higher than current planning projections.

The flow for the project site appears to be tributary to OCSD's 54-inch diameter Coast Trunk Sewer located on PCH. As noted on Page 28 of the NOP, existing sewer services are available, but will require incremental extensions of wastewater facilities to the site. Offsite sewer lines will need to be extended by the developer and/or City from the existing local sewer lines to OCSD sewers. Any new City connection to the OCSD trunk sewer system will require a connection permit. Please contact Bob Chenoweth at (714) 593-7318.



Mary Beth Broeren
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February 10, 2003

Additionally, OCSD owns and maintains several sanitary sewers, ranging in size 18-54 inches in diameter within the public right-of-way and in the vicinity of the project site. Early consultation with OCSD will be required for utility relocations and/or sewer modifications (bypass/diversion). These trunk sewers are considered sensitive in that they are not easily moved and cannot have foundation piles on or near them. These trunk sewers must be protected at all times.

To adequately determine the potential impacts to our facilities, OCSD requests that the City provide the following information in the Draft EIR:

- Define where the sewer(s) will connect into the OCSD's collection system.
- Conduct a hydraulic analysis of the proposed site to determine whether sufficient capacity presently exists to accommodate the flow; the analysis is to include the cumulative impacts from the proposed project and any ongoing development in the area that may affect OCSD's downstream sewers.
- Confirm that the City will construct, own and maintain the sewers to connect to OCSD's collection system.
- Describe any planned urban runoff (dry weather) discharge to the OCSD's sewer system.
- Provide the projected sewage flows based on the District's unit generation factors provided herein.

For your calculations, use flow coefficients listed below:

- 727 gallons per day per acres (gpd/acre) for estate density residential (0-3 d.u. /acre);
- 1488 gpd/acre for low density residential (4-7 d.u. /acre);
- 3451 gpd/acre for medium density residential (8-16 d.u./acre);
- 5474 gpd/acre for medium-high density residential (17-25 d.u./acre);
- 7516 gpd/acre for high density residential (26-35 d.u./acre);
- 2262 gpd/acre for commercial/office;
- 3167 gpd/acre for industrial;
- 2715 gpd/acre for institutional;
- 5429 gpd/acre for high density industrial/commercial; and
- 129 gpd/acre for recreation and open space usage.



Mary Beth Broeren
Page 3
February 10, 2003

Any discharge to the sewer(s) from the site is required to meet OCSD's Wastewater Discharge Regulations. Prior to any commercial sewer connection(s), i.e. restaurants, please contact Tom Walker at (714) 593-7440 to determine if a source control discharge permit is required.

New construction should incorporate all practical and mandated water conservation measures. All developments should use ultra-low flow water fixtures to reduce the volume of wastewater generated.

Thank you for the opportunity to comment on the proposed development. If you have any questions regarding this project, please contact Jim Herberg or Angie Anderson at (714) 593-7310 or 593-7305, respectively.

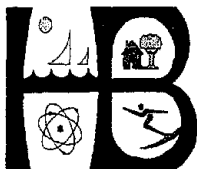
James D. Herberg, P.E.
Engineering Manager

JDH:AA:sa

G:\wp.dta\eng\EIRS\2002\City of HB NOP for Pacific City.doc

c: Adam Nazaroff

emailed HR
RCB 2/10/03



CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

February 8, 2003

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FEB 11 2003

Ms. Mary Beth Broeren
City of Huntington Beach
Planning Department
2000 Main Street, 3rd Floor
Huntington Beach, CA 92648

**Subject: Notice of Preparation of a Draft Environmental Impact Report
(Pacific City)**

Dear Ms. Broeren:

The Environmental Board of the City of Huntington Beach is pleased to submit comments and recommendations regarding the subject Notice of Preparation. After reviewing the NOP and discussing it at our February 6, 2003 meeting, the Environmental Board voted to submit comments and recommendations reflecting the issues discussed below.

1. Based upon the number of potentially significant impacts identified, both with and without mitigation, it would be desirable for the applicant to evaluate a other project scope alternatives in the Draft Environmental Impact Report ("DEIR") to properly identify a balance between the size of the project and the resulting impacts.
2. Cumulative impacts from other projects, including the Strand and the Hyatt Regency, should be considered in the DEIR along with the impacts from this project.
3. If available, actual information documented during construction of the Hyatt Regency should be used to evaluate construction impacts from this project. For example, traffic impacts, noise levels, emissions, etc. should be used in lieu of estimated data.

Yours truly,

A.T. Hendrick, Chairman
ENVIRONMENTAL BOARD



ORANGE COUNTY COASTKEEPER

441 Old Newport Blvd. Suite 103 Newport Beach, California 92663
Office: (949) 723-5424 Fax: (949) 675-7091 Email: coastkeeper1@earthlink.net
<http://www.coastkeeper.org>

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FEB 10 2003

February 10, 2003

Mary Beth Broeren
Planning Department
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

RE: Comments to Notice of Preparation (NOP) for Pacific City Development

Dear Ms. Broeren

The Orange County Coastkeeper is a non-profit organization with a mission to protect and preserve the marine habitats and watersheds of Orange County through education, restoration, policy advocacy, and enforcement. Our interest in this project is to ensure that a state-of-the-art-water quality management plan is designed and implemented. Additionally, we want to see a plan implemented whereby no net increase of pollutants will be discharged from the site to the beach across Pacific Coast Highway. We have been meeting with representatives of the applicant and in these initial stages of entitlement; they have been both cooperative and committed to develop such a plan.

As this entitlement goes forward, Orange County Coastkeeper has identified issues we feel are important to the development of an appropriate water quality management plan. Our specific response to the NOP, is that we are in agreement with the applicant's responses to the impacts the project will potentially have on water quality and the environment.

We feel there are issues that must be addressed and components that must be included in an appropriate water quality management plan:

- 1) Talbert Marsh: If the final plan calls for runoff to be discharged to the Talbert Marsh, an analysis of the treatment capacity of the Talbert Marsh MUST be done. There must be assurances that appropriate cleansing capacity exists, including residence time, in order to ensure true natural treatment as a Best Management Practice.

- 2) The applicants project should include storm water storage capacity, as a minimum standard, to meet the 85th percentile requirement of the storm water permit. We feel the City and the applicant should develop a plan that would result in over-sizing the First Street storm drains and treatment facilities to accommodate and treat flows for not only the development, but also the surrounding developed area. The city is missing an opportunity to be innovative if such a plan is not negotiated that would drain downtown area flows through the applicants filtration facility to improve the water quality before discharging it onto the beach.
- 3) The city should carefully consider the potential utilization of the small vacant City-owned lot at First Street and Atlanta Avenue for underground storm water storage before treatment. A metered -parking lot could easily be Constructed at grade. With this facility, the City and the applicant, by mutual agreement, could collect storm flows from the downtown area then slowly release the water through the applicant's filtration facility before it is discharged onto the beach. By over-sizing the facilities that discharge to First Street, the City and the applicant both has the potential to develop an arrangement whereby all parties benefit. The benefits should out weigh the difficulties of this innovative approach.
- 4) If it is determined that the low-flows from the project discharged along Atlanta Are to be diverted to the Orange County Sanitation District, there must be a long-term agreement between OCSD and the applicant and/or City for such treatment. A short-term agreement with Orange County Sanitation District to treat dry weather flow is not sufficient.
- 5) It is our strong conviction that water discharged via First Street storm drains for discharge onto the beach MUST be treated to higher levels than those specified in the stormwater permit. ALL water discharged onto the beach across from First Street should be treated so that common pollutants found in urban runoff, such as metals, nitrates, oils and grease, AND bacteria are removed. We believe water discharged directly onto a beach and into the ocean that accommodates heavy recreational uses should meet the numeric standards of the California Toxics Rule (CTR).
- 6) We suggest a monitoring program for both construction and post construction phases of the project. The applicant should develop aggressive Storm Water Pollution Prevention Plans (SWPPP) and the City should both monitor and enforce the SWPPP. There should be post construction monitoring for a period of at least three years, preferably five years, to ensure the overall water quality management plan is effectively working.

Finally, as we have previously stated, we find it problematic that the City's entitlement process excludes review and comment by the public of the final

water quality management plan of development project. Water quality issues have been spotlighted in Orange County over the past four years, yet the public is excluded from commenting on the final plans of a project. The public only has opportunity to comment on the text CEQA requirements at the tentative stage, which is not sufficient as there is no plan at that point. The City should amend its process to allow the public an opportunity to both review and comment in public hearing on final plans.

We realize some of the components we are suggesting are difficult to implement and go beyond what current regulations dictate. If the City is truly committed to water quality and innovation, it will give serious consideration to what is best for Huntington Beach and the millions who recreate on the beaches, rather than what is the "maximum extent practicable" (MEP). We interpret MEP as "the least for the cheapest". This project is virtually on the beach, not miles inland, therefore, the standards you apply must take into account that these are direct discharges into the ocean.

Our conversations with the applicant have certainly given us the impression that they stand willing to develop such a plan, with the only caveat being that the final plan is fair. We challenge the City to creatively design a water quality management plan that goes the extra mile to ensure coastal water protection.

Thank you for your consideration.

Sincerely,



Garry Brown
Executive Director

UPCG

8 Via De La Mesa
Rancho Santa Margarita, CA 92688
(949) 233-1814
(949) 459-1620

February 10, 2003

Honorable Mayor, and the City Council
Members of the Planning Commissioner
Marybeth Broeren, Project Manager
City of Huntington Beach
2000 Main Street
Huntington Beach CA 92648

**RE: Notice of Preparation of Environmental Impact Report and Environmental
Assessment No. 02-05 for the Pacific City Project**

Dear City Decision Makers:

The Urban Planning Consulting Group, Inc., is a land use and environmental consulting firm providing land use and environmental planning services to clients. The firm is located in the City of Rancho Santa Margarita, Orange County California.

On behalf of the Pacific City Action Coalition Group, Urban Planning Consulting Group offers the following comments on the notice of preparation of a Draft Environmental Impact Report and Environmental Assessment No. 02-05 for the Pacific City Project. The Pacific Action Coalition Group is a coalition of residents within the project site.

The Pacific Action Coalition Group would like the City of Huntington Beach, as Lead Agency in preparation of the environmental documents for this project, to consider the following recommendations:

Hazards and Hazardous Materials:

The Initial Study indicates that the property north of the Huntington Shores Motel was formerly occupied by a (natural) gas plant. This resulted in the presence of Benzene and Toluene leaking into the soil from the condensate due to processing of the gas. No recent tests have been conducted in this or adjacent areas of the site. The last tests occurred in 1996 and are not current enough (See Phase II Investigation Report/Remediation Plan Atlanta Areas - December 1996).

Additional soil gas testing for volatile organic compounds was only conducted in certain portions of the site. With 20 oil wells scattered throughout the property, the likelihood that contamination was limited only to the region tested is remote at best (See Remediation Plan, Rev. 3 Atlanta Site - May 2002).

State Division of Oil and Gas records show that the re-abandonment of the oil wells in the late 1990's was necessary to stop leaking gas. They had been previously

**NOP Draft EIR for Pacific City Project
Environmental Assessment No. 02-05
February 10, 2003,
Page 2**

abandoned in the late 1980's. The wells have not been tested by Oil and Gas since the re-abandonment and the agency states that their tests are only good for a one-year period. **Thus the wells must be re-tested to ensure there are no leaks presently.** And there remains the question of the extent of any groundwater contamination (See Remediation Plan).

Because of a lack of recent extensive soil gas and oil well testing, there is a likelihood that contaminants exist which have not yet been identified exist. Therefore, any additional excavation or movement of the soil would be premature until the site's true soil condition regarding hazardous materials is known.

Transportation/Traffic:

Residents believe keeping Huntington Street in its present width and alignment except for some curb and sidewalk improvements on Pacific City side will not work. Residents would also like to see some improvements in the entrance and exit of Pacific Mobile Home Park, along with curb improvements or installation of sidewalks, removal of overhead utility poles, and a retaining/sound (and for esthetics) wall on mobile home park side of Huntington Street at developers expense (without removing any homes).

- Consideration should be given to relocating the entrance/exit of Pacific Mobile Home Park to present dead-end configuration of Delaware Street, and officially abandoning the Delaware Street extension south of Atlantic Avenue to connect with Huntington Street at Pacific View Avenue.
- The City should consider abandoning the extension of Delaware Street, which is currently on the Orange County Master Plan of Arterial Highways (MPAH) and Huntington Beach Precise Plan of Street Alignments (PPSA) as this new extended configuration.
- The developer should be required to pay for all related traffic improvements, removing of Pacific Mobile Home Park entrance from Huntington Street to Delaware Street, and the installation of curbs, sidewalks, infrastructure improvements, underground utility poles, retaining walls, etc., all around the mobile home park. No mobile homes should be affected along Huntington Street. Developer should be required to relocate those affected with new Delaware Street entrance back into the park.
- Sound walls should be constructed around and on park side because of noise from increased traffic due to Pacific City development.
- Consideration should be given to Pacific View Avenue (Walnut Avenue) extension from 1st Street to 6th Street, and Pacific View Avenue (Walnut Avenue extension from Beach Blvd. to connect with Hamilton / Victoria (Costa Mesa) and the 55 freeway.

**NOP Draft EIR for Pacific City Project
Environmental Assessment No. 02-05
February 10, 2003,
Page 3**

- The City should consider the possible extension of Delaware Avenue south of Atlantic Avenue.
- Residents believe that the parking projections for the Hyatt/Hilton Waterfront Projects may be incorrect because it is based solely on total valet parking. Lessons learned from this development should be applied to the proposed project to avoid the same problems.
- The parking garages should be designed to fit hotel tour buses, delivery vans, as well as moving vans and trucks. Moving vans and trucks and delivery vans currently park on Pacific View Avenue because they will not fit into parking garage.
- In preparation of the EIR, the City should revisit all previous reports and findings (EIR) for the Waterfront Resort and/or expansion projects in regards to Pacific City. Information need to be updated to current standards and conditions, as it appears Pacific City is now exceeding all original projections.
- Residential and retail development will likely increase traffic significantly during peak commuter hours, weekends and during the summer. The EIR should consider impacts on traffic flow/congestion in the immediate vicinity of the property and regionally (e.g., Beach Blvd, Goldenwest St., PCH and freeways).
- Impacts from traffic/parking needs for site workers, materials/waste delivery to/from site need to be addressed in the EIR to minimize impacts on the neighborhood and ensure access to adjacent resident sites is not impeded.
- Specifics regarding proposed pedestrian access for the public should be stated in the EIR. For example, hours that public access will be available must be stated. Also, since the pedestrian access ways are proposed to be gated, availability of the access to the public should be considered such that public access will not be further restricted than initially proposed.
- Bicycle lanes should be maintained on all streets surrounding the site. No non-pedestrian access (e.g., bicycles, skates, etc.) is proposed through the facility. Therefore lanes for safe travel for bicyclists and skaters must be provided on streets surrounding the site.
- Since zoning allows higher buildings on the east (Huntington Street) side than on the north (Atlanta St.) and west (First St.) sides, and since the site is surrounded on the east, west and north by residential homes, the City should consider the same height restriction on the west side as for other adjacent residential areas. This would ensure that ordinances for aesthetics (e.g., view, glare, noise, etc.) are appropriately maintained for residents adjacent to the west of the site.

NOI Draft EIR for Pacific City Project
Environmental Assessment No. 02-05
February 10, 2003,
Page 4

- Any future traffic studies must take into account peak periods for the region. This is particularly relevant to this project as the new Hyatt Hotel just south of the site hosts an 110,000 square foot convention center, which will bring thousands of business travelers to the area. The Linscott study doesn't appear to address this.
- The impact of the increased density of the project on access and service to existing neighborhoods such as the adjacent Pacific Mobile Home Park, homes along Atlanta and Huntington streets as well as patrons of the commercial and residential parts of the development should be carefully studied. The Linscott study did not seem to address this issue.
- Any proposed parking analysis should account for (1) project usage, (2) Hyatt's new convention facility and (3) regional parking during the height of the summer tourist season.
- The anticipated increase in residential and retail population as a result of the project will impact already overcrowded parking conditions downtown. The specific number of parking spaces to be provided for residents, guests and commercial vehicles must be provided in the proposal so that the sufficiency of parking proposed can be evaluated based on the estimated demand for resident, guest and commercial visitor parking. The proposal also notes that on-street parking on adjacent streets will be allowed. Currently there is no on-street parking allowed on Atlanta and Huntington since these are single lane roads. Again, this proposal taxes the existing single lane roadways and the proposal does not state that dedicated right of way will be used for additional vehicle and bike lanes, or space for on street parking. The proposal only notes that sidewalk and curb and gutter improvements will be made.
- How will buses be accommodated along adjacent streets with the increased traffic?
- The project is anticipated to increase traffic on Huntington Street and surrounding streets. Huntington Street is proposed to be widened to a 90-foot right-of-way. Where would the additional ROW be taken from? From the developer property or public and/or residential property?

Public Services

- In light of the \$7 million City of Huntington Beach deficit due to the current State budget crisis, the EIR should identify project impacts on current public services such as Fire, Police and Lifeguard services.
- The EIR should clarify whether the proposed roadways within the residential development would be private or public. Impacts for access for Police and Fire departments in emergency conditions should be analyzed.

NOP Draft EIR for Pacific City Project
Environmental Assessment No. 02-05
February 10, 2003,
Page 5

Public Beach Access

- While not specifically addressed in the Initial Study, the issue of public beach access is critical for any coastal development. The EIR should identify the project's impacts on beach parking during peak summer months. The Linscott study does not seem to address this critical peak period.

Aesthetics

- The EIR should address impacts on the elimination of existing ocean views of residents in adjacent neighborhoods along Huntington, Atlanta and First streets, and propose measures to preserve the vistas the residents have had for years.
- Impacts from shade and shadows, light from both the commercial and residential parts of the project, and glare should be adequately addressed, as they will severely impact surrounding neighborhoods.

Recreation

- With city park ratios of five acres per 1,000 persons, how is .90 acre for the project's park space allowed? Is one fifth or less of the required space acceptable? There must be both an increase in park space and reduced density to accommodate this guideline.

Noise

- The EIR must specifically propose mitigation measures to address the issue of excessive noise during the construction phase on neighboring development. In addition, the city should inform the public how compliance with noise regulations will be enforced.
- Noise during site operations during/following completion of the construction phase also needs to be addressed. Hotel, bars, restaurants, and other commercial facilities proposed to operate at the site will create noise that may be a nuisance to neighboring residents.

Schedule for Construction and Operations

- The construction schedule proposed is basically without restrictions and does not consider the adjacent land use and quality of life of the neighbors. The proposed operating schedule is 7 a.m. to 8 p.m. Mon-Sat. This schedule should be restricted to Mon - Fri only, with working hours restricted to allow neighbors morning and evening hours undisturbed by noise. Recommend 9 a.m. to 6 p.m. operating schedule Mon - Fri. The approved schedule should remain in effect for the life of the project or until adjacent site uses change. In addition, set-up for

**NOP Draft EIR for Pacific City Project
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site work should be monitored by the city so that residents are not exposed to excessive noise and emissions from idling trucks, and loading/unloading operations at times outside the construction schedule.

- The timetable for construction should be specific with regard to when public access ways and other facilities (public park space, etc.) are to be constructed. Provisions should be included that require completion of the promised public facilities to be provided (parks, street improvements, etc.) on a specified schedule.

Project Alternatives

The City should consider reducing the scope of the project by reducing the number of condominium units and retail space, as this would reduce the project's impacts on the residents, surrounding land uses, and the environment.

Conclusion

In summary, environmental documents are informational documents required to provide detailed information on proposed developments and recommend adequate mitigation measures along with such disclosure. Based on the concerns expressed by nearby residents, the EIR should adequately address these significant concerns.

We hope that bringing these issues to your attention at this point would serve as a guide to the preparation of the EIR. We anticipate the preparation and review of the draft EIR upon completion, and we thank you for your consideration.

Sincerely,
THE URBAN PLANNING CONSULTING GROUP

Gabriel Elliott
Principal

RECEIVED
FEB 10 2003

109 Huntington Street
Huntington Beach, CA 92648
February 10, 2003

Dear Environmental Staff:

Our prior submission in the matter of the proposed Pacific City development inadvertently omitted the second page.

Herewith are two corrected copies of our submission.

Sincerely,

Paul Cross
Carol Cross

Paul Cross
Carol Cross

RECEIVED
FEB 10 2003

Pacific City Environmental Issues

My name is Paul Cross, residing at 109 Huntington St. with my wife Carol who joins in this statement.

Pacific City is a project that is divisible into two segments. One is a hotel and commercial complex that may be identified as the south end. The other is a high density multiple family condominium complex identified as the north end. A proposed extension of Pacific View Drive will serve as the dividing line between the two segments.

I

As to the southern portion of the project, a tall hotel is to be sited very close to Huntington Street. The total distance between the westernmost wall of the existing Hilton Hotel, which is located on the east side of Huntington Street, will be only 120 feet from the easternmost wall of the proposed Pacific City hotel to be located on the west side of Huntington Street.

Such a canyon-like effect should not be imposed upon the city's namesake street. There should be a greater degree of separation between the east and west walls of the respective hotel structures. Huntington Beach streets that lead to the ocean offer spacious sightlines to the water. The Pacific City project would disregard that street to ocean connection. The total frontage of the south-end segment of the Pacific City project is in excess of one fourth of a mile. Certainly, there is ample space for movement of the proposed hotel site westward so as to save the ocean end of Huntington Street from debasement.

It is important to note that while the proposed hotel will not be as tall as the nearby Hilton Hotel tower, it will be twice as high as the new Hyatt Regency Hotel. In return for added hotel height,

Pacific City should be required to maintain an ocean-view line of sight at Huntington Street.

It must be observed that Huntington Street bends westward as it comes to an end at Pacific Coast Highway. Also to be noted is that the adjacent Hilton's western wall is that of the ballroom annex, not the hotel tower itself. Nevertheless, coupled with "mounding", the annex rises over 35 feet high and does in fact partially block the view down Huntington Street. The Hilton, presently at least, compensates for this partial blockage by providing 500 feet or more open space between its easternmost wall and the property line of the new Hyatt convention center. The latter itself provides about 150 additional feet of open space adjacent to the Hilton property line, making a total of 650 feet between the building walls of the Hyatt and Hilton.

As mentioned, Huntington Street makes a westerly bend as it approaches PCH. The Hilton as the first major hotel on PCH gained extra building space on the western end of its property. Indeed, there is only a 20-foot setback from Huntington Street. However, Hilton's success in pushing its western building line to the maximum limit, does not provide justification for Pacific City to push eastward to the same degree. With added building height or a very large structure, there is an obligation to provide open space in mitigation of the higher or greater building density, as was accomplished by the Hilton on its east end. Moreover the open space need not be viewed as a donation. There are various private uses that the proposed hotel might make of land set aside to preserve the integrity of Huntington Street. Tennis courts or a pool facility come to mind. As well there could be below grade parking spaces. Another possible use could be the capture and treatment of storm water run-off from the completed project. Incidentally, the ocean end of Huntington Street also happens to be at the lowest end of the entire Pacific City project.

In light of the foregoing, the eastern building line of the proposed Pacific City hotel should be more than 120 feet from the western building line of the Hilton Hotel. With a wider degree of separation, the new hotel would not block long established view points. Instead, the city's namesake street would retain a visual connection in common with virtually all of the city's "old town" streets. One glaring exception to this commonality exists at 8th Street where the ocean view is blocked by an on-the-sand condominium sited south of PCH. A somewhat similar measure of blockage must not occur on the north side of PCH at Huntington Street.

II

As to the northern portion of Pacific City, a condominium complex is proposed with a total of over 500 units on 17.6 acres of land. This is far too dense and would result in 30 condos per acre. That is more than twice the density of an adjacent "mobile home" park located on the east side of Huntington Street between Pacific View Drive and Atlanta Avenue. Pacific Mobile Home Park has 250 units on 19 acres. Without question, approval of a 500 plus density of high-end condos at Pacific City, along with 250 mobile home units will present traffic and other difficulties.

As noted, the northern segment of Pacific City consists of 17.6 acres. That area is bounded by the proposed extension of Pacific View Drive on the south, 1st Street on the west, Atlanta Avenue on the north and Huntington Street on the east. The proposed project abuts portions of "old town" Huntington Beach. Such abutment occurs along Atlanta Avenue and along 1st Street. Old town is denoted by a grid-like street layout. The streets are of ample width and provide parking on both sides with two traffic lanes of comfortable dimension. For the most part, there are no walled in houses, that is, homes are open to and face the street. As well, the streets in old town are tree lined. The collective effect is one of considerable charm.

Pacific City's plan does not connect its proposed project to "old town" except notably by internal walkway extending between Pacific View Drive and Atlanta following a path generally south from the end of Alabama Street. (Alabama Street is located in "old town" and is a north-south route street which runs parallel to Huntington Street.)

Circumstances have changed greatly in the years after the Pacific City project was conceived many years ago. During the past three years, the residential portion of "old town" has been transformed. Dozens of new homes or "rehab's" of older homes have been completed or are underway. For example, just within one block of the proposed project, along Alabama, Baltimore and Huntington Streets, eight new homes have been built and four homes rehab'd. Also along 2nd Street just one block away from Pacific City, there are five new homes and two rehabs with two more new homes in the offing.

Pacific City with its proposed 500 plus condos does not fit the rapidly emerging new face of adjacent "old town". With over 500 units there would be a development equaling the 500 plus rooms of the new Hyatt. Such extreme density will not appeal to year-round residents. Instead, sales will be pitched to second-home owners who typically are absent most days of the year. In this regard, the condos at Pierside Colony produce little in the way of pedestrian traffic, and storefronts adjacent to that condo development appear mostly vacant.

It is suggested here that Pierside Colony has added little to the economic base of Huntington Beach. It also is suggested that another vast complex (Pacific City) built for sporadic weekend, summertime only visitors is not needed where better options are available.

The proposed Pacific City condos will turn large rear ends (three on Atlanta, three on Huntington and three on 1st) toward the city of Huntington Beach. Some condos will have four stories and will be 55 to 60 feet high at the rooftop. The property will be not unlike that of a stadium looking down toward PCH. This is not integration into the city of Huntington Beach. Clearly, the number of condo units should be reduced greatly with an absolute height limitation of 35 feet in common with the adjacent housing.

As an example of the viability of an alternative, consider that "narrow-lot" new homes on 2nd Street are for sale at about \$900,000 and that as many as 15 or more of these slender homes can be built on an acre of land. Conversely, nearby condos at Pierside Colony sell for half the price of the new homes on 2nd Street.

Again, for example, single-family residences (townhomes) are to be constructed behind the new Hyatt Regency. In short, just because the concept of condos at Pacific City appeared attractive years ago is no reason to ignore the changes that have occurred in recent times relative to the sale of ocean-close single family residential dwellings. The residential density at Pacific City thus should be limited to not more than 15 to 20 units per acre.

Although the point appears established, a few more examples of the greater viability of reduced density may be given. A complex of single-family homes almost a mile from the ocean on Beach Boulevard recently was completed at sale prices up to \$650,000. Even greater sale prices (over 1 million) were realized for housing on Golden West. From either an economic or quality of life point of view, lower density residences better serve and attract year-round residents than do crowded Oceanside condos which are favored by weekend, summer only, second-home owner-visitors.

The large financial shortfall facing Huntington Beach is well known. The city, no doubt hopes that Pacific City will be a "cash cow". In this regard, reduced condo density and in lieu thereof added town home construction will bring higher unit sales prices which will offset any loss incurred from a fewer number of units per acre. As well, there will be continuing sales tax benefits flowing to the city as a result of a higher number of year round residents mixing with what still will be a large increase in short-term or weekend visitors. Accordingly, the number of condominiums or other dwelling units at Pacific City should not be more than 15 to 20 per acre, with building heights limited to 35ft above street level. Such height is the norm for nearby dwelling units on Atlanta, Alabama, Baltimore and 2nd Streets.

III

The north and south segments of Pacific City should stand on their respective merits without cross-subsidization. However, some items such as drainage, sidewalks and landscaping must be viewed in the context of the entire project. Conditions should be imposed that unify the Pacific City development with the city of Huntington Beach. As proposed, Pacific City is a cramped village, isolated from its host community. The following conditions are essential for successful integration of Pacific City into the city of Huntington Beach.

1. Sidewalks should be offset from roadway by at least a 5-foot green strip. Under this format, there would be street curbing; a 5-foot green strip, sidewalk; and landscaped areas in that order of progression from the roadway to the building line.
2. No walls or fences should be permitted except for the hotel property. Low rise retaining walls for landscaping (not more than 2 or 3 feet) also may be allowed.

3. Bus pullouts should be provided along PCH and Pacific View Drive. Currently 138 buses use Atlanta Avenue between Huntington and 1st Street each weekday. Most make a circuit north up Huntington St, west onto Atlanta Avenue, south onto 1st Street and finally east onto PCH where they await their next run. These buses simply are repositioning and make stops only on PCH and at the extreme south ends of Huntington and 1st Street. These are four separate bus routes, and three of them reposition as described. The fourth bus route actually has a stop on Atlanta-Orange, but that one is west of 1st Street. As a result, all of the 138 of the daily buses could shorten their runs by about one half a mile via the proposed extension of Pacific View Drive. This fuel-saving, less-polluting route should be mandated by the environmental impact statement. It would be egregiously improper to dismiss this beneficial effect by asserting that the rerouting decision is entirely up to Orange County Transit Authority. The city of Huntington Beach and Pacific City must be required to obtain approval from OCTA for such bus rerouting prior to the commencement of construction. A savings of 18,000 bus miles a year at oceanside Huntington Beach with no diminution of service is more than a trivial issue. At present, Pacific City appears to oppose the presence of OCTA bus stops on Pacific View Drive and seems to insist that all bus riding workers and visitors destined to Pacific City disembark on perimeter streets including most notably the south side of PCH. Trekking across the highway should not be required of bus passengers.
4. The proposed pedestrian 20ft walkway through the project from the vicinity of Alabama Street south to Pacific View Drive should be granted to the city as a permanent easement, not subject to closure by condo residents or by the city itself, except for temporary repairs or maintenance that may be required from time to time.

5. The power lines along the edges of the project should be placed underground. This presents a particular problem for high voltage lines extending along Atlanta Avenue. A 20ft easement may be required by the power company for burial of the lines. Accordingly, the city should be required to work with Pacific City and the power company in placing the high tension wires in a vault-like conduit under the common property line of Pacific City and the city of Huntington Beach, thereby eliminating a major eyesore. The city, no doubt, wants to keep its water, sewer, and storm drainage separate from power company utility lines. However, the south side of Atlanta Avenue will be expanded with 8 feet more roadway, a 5ft green strip, a sidewalk of 5 feet area, and a landscape area of at least 10 feet. Thus, it appears that the separateness desired by the city for its own infrastructure would not be seriously compromised. In the interest of removing ugly power lines, the city must be required to cooperate with the developer. Stated differently, the project should not be allowed to go forward without city acceptance of some utility company usage of the city's Atlanta Avenue right-of-way. (As pointed out, the power lines need not be buried in the roadway itself.) It may be argued that conditions cannot be placed on the city. However, conditions can be imposed on the project, and it would be up to the city to decide what to do. Seemingly, the city would cooperate in a no cost-to-itself burial of power lines in accordance with the ongoing effort to reduce the number of utility poles and lines which criss-cross downtown.
6. Atlanta-Orange street between 1st and 2nd streets is a nightmare of asphalt without reason. Actually, Orange Street extends east all the way to 1st Street, but it is referred to here as Atlanta-Orange because Atlanta fuses with Orange at that location.) Pacific city will generate a large increase of traffic on 1st Street, tempting northbound motorists thereon to turn

left down Atlanta-Orange in the direction of Main Street. The short funnel-like segment of Atlanta-Orange between 1st and 2nd streets is far too wide and should be made to conform in width to that part of Orange Street at 2nd Street and extending past Main Street into the heart of "old town". This again is not a matter that can be passed-off as a non-project related item. Even without Pacific City, the wide girth of Atlanta-Orange is mostly a matter of confusion and trepidation. With a large number of additional automobiles, traffic deaths along this one-block stretch of no-man's-land are likely. The street must be reconfigured with a pedestrian friendly center island of comfortable width.

7. Finally, there is the matter of storm water run-off. Pacific City proposes to capture and "treat" the storm water coursing through its project. The city itself owns an adjacent slice of land extending along the south side of Atlanta-Orange between 1st and 2nd Streets. The city land actually begins next to residences on 2nd Street. It then curves along Orange-Atlanta to 1st Street and then arcs south down 1st Street for 200 feet, where again there are residences. The city intends to use the slice of land possibly for Pacific City parking and possibly as part of the down-town master parking plan. The city also may plan to use the site as a dual use facility, that is, for underground water capture and treatment and a 30 car, surface parking lot. However, there is no need for duplicate facilities, either for parking or storm water. Pacific City should provide all necessary parking for its project. As well, Pacific City should be able to treat any 1st Street storm water as adequately as the city which currently has no extra funds to spend on new projects.

Because there is no apparent need for a 30-car parking lot adjacent to Pacific City, it would be in the interest of all concerned if the sliver of land owned by the city is converted to a pocket

park. In return for preservation and the enhancement of view points for its new residential units, Pacific City should capture and treat storm water now flowing free down the 1st storm drain of the city of Huntington Beach. There is no reason for the city staff to be in opposition to cooperation with Pacific City in the treatment of storm water run-off other than one of quality control. However, such a concern can be overcome with careful planning and oversight. The city, therefore, should be required to forego its parking lot plan in favor of a park for the indicated slice of land adjacent to Pacific City. At the same time, Pacific City should be required to cooperate fully with the city in the matter of storm water treatment.

Conclusion

The changes suggested here are not meant to defeat the construction of Pacific City. Carol and I strongly support the plan for a footpath through the project. We look forward to shopping and dining at the proposed new stores and restaurants. Also, a new pedestrian bridge across PCH as called for by Pacific City would be highly beneficial. We also support below grade parking. Nonetheless, the project does implicate substantial environmental considerations as enumerated in Parts I. through III. of this statement. Remedial and mitigating measures are available and we believe that they can be adopted without material consequences for the owners of Pacific City. Equally important such measures add significant benefits to the citizens of Huntington Beach.

Paul Cross
Carol Cross
Paul Cross

Carol Cross
109 Huntington Street
Huntington Beach

January 24, 2003

RECEIVED
JAN 30 2003

Mary Beth Broeren
City of Huntington Beach
Planning Department
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: Pacific City Project – Notice of Preparation

I have reviewed the Pacific City Project Notice of Preparation and have the following comments on the Pedestrian Safety Plan.

The Pacific City Project is bounded by Pacific Coast Highway, First Street, Huntington Street and Atlanta Avenue. Atlantic Avenue is a main vehicle and pedestrian corridor, which leads to the Downtown Huntington Beach. The redevelopment of the Huntington Beach Downtown Area has proved to be an attractive enhancement for residents in neighborhoods that surround the Downtown Area. Some of these neighborhoods are also adjacent to the proposed Pacific City Project. The Downtown redevelopment has encouraged many local residents to walk. The Pacific City Project when developed will further encourage residents of the area to walk to its facilities.

Pedestrian circulation is being enhanced within the development and across Pacific Coast Highway. There is no mention of the needed pedestrian improvements to the surrounding neighborhoods where linkages are in need of repair or installation, specifically a sidewalk on the south side of Atlanta Avenue between Huntington Street and Delaware Street.

The section of Atlanta Avenue between Huntington Street and Delaware Street, on the south side, is a safety risk for parents and their children. The lack of a sidewalk forces pedestrians to walk in the street or cross busy Atlanta Avenue twice to get to the same point. The alternative is to continue to drive half a mile to the downtown area, even less to the Pacific City project, which impacts both the parking and traffic congestion. Just as the Pacific City project will have vehicle traffic impacts on surrounding street intersections, increased vehicle/pedestrian conflicts will also be created on the surrounding roadways.

Please have the full impact of pedestrian circulation studied and you will conclude that the installation of a sidewalk on the south side of Atlanta Avenue between Huntington Street and Delaware Street is warranted with the initiation of the Pacific City project.

Sincerely,



Donald W. Dey
7782 Seaglen Drive
Huntington Beach, CA 92648

RECEIVED

FEB 10 2003

Date February 10, 2003

Mary Beth Broeren
Principal Planner, City of Huntington Beach

Subject: WRITTEN COMMENTS TO PACIFIC CITY PROJECT

The Impacts are cumulatively considerable, as compared to past city projects the effects of this project have more potentially significant impact even in comparison with projects that are still under construction or are planned. How will mandatory finding of significance be remedied not to cause substantial adverse effects on the public? As per EIP Associates pp33&34

Impacts are cumulatively significant on this project. This project will have an environmental effect, impact living conditions, which include, traffic, scenic views, population increase, increase on all public services for not just residents of surrounding area, but all residents of Huntington Beach.

Potentially significant impacts are extreme. I know that some of the issues can be resolved, but some of these issues will be left with the residents after the development has finish, profit has been made and Makar Properties are on to their next project.

Document Mitigated Negative Declaration was prepared to address short-term soil export for Hotel development to the east of the 31 acre site. Did assessment No. 99-1 identify soil condition at that time and /or prior remediation and/or if soil was contaminated at the time of removal.

Page 7

After development is completed soil could become unstable and could cause landslides, lateral spreading and/or liquefaction.

Substantial earth movement and construction will increase emissions from soil, vehicular trips and on site emissions could conflict with SCAQMD. The excessive construction scheduled of days and time of working hours, to a term of 10 years for completion is impact of surrounding areas.

Roadways within the Condo area will cause an impact for access for Police and Fire departments in emergency conditions. Will all roadways be public or private?

Underground oil and minerals below ground level will result in the loss of availability of known oil and minerals resource that would be value to the region and State of California. How will this effect the project and the surrounding area, if owners of these rights want to export and retrieve their oil/minerals?

Did oil well abandonment between 1988-98 meet within the standards of State EPA and Water Board? Since no construction has been made, these conditions must meet today's standards.

Noise will be over a long term this will generate significant impact to surrounding residents. How will the construction process meet City code for DbA code standards?

Will Public Services, Police and Fire departments need to increase personnel for this project? The condominiums will generate over 1500 new residents, and condominiums that are proposed east of this project will be larger. These needs to be addressed in the new EIR future planed residential will add even more to the over population and traffic conditions, and will cause a greater potentially significant impact.

Why is the City making an exception to City standards for park use on this project? The ratio of .9 to 5 acres is extremely below standard. How will this land be kept open for the public? The plans use gates, this parkland is for both private and public. The beach can not be used as part of open land.

Density.... High density residential will impact public service, fire, police and public facilities services and will directly effect population in adjoining areas.

Traffic effects, Traffic did not regionally addressed thoroughfare traffic that is overcrowded at this time. Did developer prior to project submittal complete traffic study?

Huntington Street is not shown enlarged to 90 foot four lane right of way. Huntington Street is used as a main artery route for public buses and fire equipment for direct access to PCH. Huntington Street is heavy use by public now; the project will increase traffic and cause an impact for volume and spread to surrounding streets.

Encroachments for infrastructure, roads and right a ways for road improvement will be necessary, Where is this property taken from? Will Property encroachment be given from the developer's property or public and/or residential property?

Substantial adverse effect on proposed project would result in effect of public view, view corridors and other adjacent area view. This is a very potentially significant impact. As per the portfolio prospectus, I quote "Intimate terraces will provide places for families and friends to enjoy stunning oceanview vistas." Makar Properties. Our properties have had Vistas and views for over four decades. Was any concern for the residents taken as an issue, or not considered?

Four-story condos will leave us with 30 to 40-foot stucco walls. The blocking of natural light will effect living conditions; the addition of night lighting will effect an impact to the residents.

Commercial property will generate tax money for the City; Residential will bring in mitigated funds one time, then a small amount of residential tax returned by the State. We do not need more high-density condos. What we need is to help balance the budget, cash registers in commercial building, with hotels, restaurants, and retail that will generate money year after year into the City General Fund. Lets not increase public service and possibly increase city fees. We need to balance the city budget.

Ronald and Sally Satterfield
110 Huntington St.
Huntington Beach, CA. 92648
714-969-0042



PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: CHARIE & MARGIE BUNTEN
Affiliation (if any): H.B. CHAMBER & HUNTINGTON BEACH VISITOR & CONVENTION BUREAU
Address: 380 5th STREET
City: HUNTINGTON BEACH State: CA ZIP: 92648
Phone: 714 960 4861

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

PARKING, TRAFFIC FLOW, INFRASTRUCTURE (SEWER, POWER, WATER)

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

WORK MUST BE DONE TO EXPLAIN THE BENEFITS THAT THE PROJECT WILL BRING TO RESIDENTS/TAXPAYERS

3. Do you have any questions or comments regarding the environmental review process for this project?

ENVIRONMENTAL REVIEWS ARE IMPORTANT, BUT THE FINANCIAL (EMPLOYMENT, TAX REVENUES, ETC.) BENEFITS MUST ALSO BE STUDIED AND EXPLAINED.

Please leave this questionnaire at the sign-in table before you leave tonight, or fold, seal, and mail so that it is received by the City by February 10, 2003. Use additional sheets, if necessary.



PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: TOM DANAHER
Affiliation (if any): _____
Address: 400 LAKE
City: H.B. State: CA ZIP: 92648
Phone: (714) 960 2688

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

Potential Human Health Risk to Future Residential
Receptors From the Contamination present in Soil/Groundwater
at the Site. Additionally, has/will the "Indoor Air
via Vapor Intrusion" pathway been ~~assessed~~ addressed
in any current/planned Risk Assessment studies?

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

Fugitive Dust emissions that may contain potentially
hazardous materials. Adjacent residents could be exposed
to carcinogens & compounds with toxic effects during
construction as fugitive dust blows across adjacent
neighborhoods during onshore breeze conditions

3. Do you have any questions or comments regarding the environmental review process for this project?

Please leave this questionnaire at the sign-in table before you leave tonight, or fold, seal, and mail so that it is received by the City by February 10, 2003. Use additional sheets, if necessary.



PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: Curtis Elliott
Affiliation (if any): _____
Address: 200 BLK 1ST
City: Huntington Beach State: CA ZIP: 92848
Phone: 714 309-2492

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

On First Street, Between Walnut & Olive, There is
a proposed Median with no "Breaks" in it. This would
Cause us trouble trying to get in with our equipment.

3. Do you have any questions or comments regarding the environmental review process for this project?

Please leave this questionnaire at the sign-in table before you leave tonight, or fold, seal, and mail so that it is received by the City by February 10, 2003. Use additional sheets, if necessary.



PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: Georgia Haxton
Affiliation (if any): _____
Address: 80 Huntington Street #505
City: Huntington Beach State: Ca ZIP: 92648
Phone: 536-0991

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

When the land across (Pacific View area) was disturbed, the Mobile Home Park had many rodents suddenly in our homes - who will be responsible for taking care of them during the construction process?? This is not due to the homeowners, but the building being done.

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

A real concern that the Pacific Mobile Home Park will be displaced. This has been my home for thirty years. What happens when Atlanta & Huntington Street are widened (which they will be - regardless of what is said here tonight).

3. Do you have any questions or comments regarding the environmental review process for this project?

Please leave this questionnaire at the sign-in table before you leave tonight, or fold, seal, and mail so that it is received by the City by February 10, 2003. Use additional sheets, if necessary.



PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: NATHAN JAMES
Affiliation (if any): Home Owner
Address: 211 Elmira Ave
City: HB State: 92048 ZIP:
Phone:

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

Traffic - lights needed @ Atlanta & Huntington Sts, and @
Atlanta & 1st Streets -
Huntington & 1st Sts. will need to be widened.
Concern: Alabama & Huntington Sts. from the North will become
much busier w/ access traffic.

3. Do you have any questions or comments regarding the environmental review process for this project?

Please leave this questionnaire at the sign-in table before you leave tonight, or fold, seal, and mail so that it is received by the City by February 10, 2003. Use additional sheets, if necessary.



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FEB 10 2003

PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: Paul & Kristin Konovalev
Affiliation (if any): _____
Address: 113 Huntington St.
City: Huntington Beach State: CA ZIP: 92645
Phone: (714) 836-4927

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

1. affect on local bird and wildlife population
2. increased pollution and congestion due to traffic
3. increased noise pollution
4. ability of sewer system and utilities to service this new project
5. increased danger to citizens due to increased traffic and traffic light replacing stop sign at Huntington + Atlanta

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

1. What schools will these children attend?
2. Is there a need for more stores, another hotel, and more condos to better the coastline?

3. Do you have any questions or comments regarding the environmental review process for this project?

This project will further stifle the small town feel of charming downtown Huntington Beach. It will create traffic congestion and increase the number of people who park and loiter in the surrounding neighborhoods. It will decrease the quality of life of those who live in the area. Stores will be vacant just as they do on the backside of the Main St. shopping complex.

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PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: Andrew Lang
Affiliation (if any): _____
Address: 80 Huntington Dr Sp 915
City: Huntington Beach State: Ca ZIP: 92648
Phone: 714-536-8182

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

My home being taken away by the encroachment of
big box business

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

3. Do you have any questions or comments regarding the environmental review process for this project?

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PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: Patricia Petrocco
Affiliation (if any): _____
Address: 80 Huntington St Sp 967
City: Huntington Beach State: CA ZIP: 92648
Phone: 714 969-2021

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

* traffic

I Also lived on this land as I grew up - Isn't sitting on oil?

* Parking

How long will this project take from start to finish? This land has been sitting for 20 yrs, How safe is the Dirt when the start digging?

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

① Who is the Hotel

② Would like to be on a list to buy in the Residential Village. Need some low cost homes in Huntington Beach. Make son this affordable housing.

3. Do you have any questions or comments regarding the environmental review process for this project?

Would like to be informed if there is any changes with the Streets on Huntington St

Between PCH & Atlantic Ave
And I understand that Pacific View Drive will be extended and Atlantic Ave.

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PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: Cora Pyles
Affiliation (if any): —
Address: 214 Baltimore Ave
City: Humboldt Beach State: CA ZIP: 92648
Phone: 714 536 8429

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

Water runoff issues
Traffic Pollution, congestion
Should protect people's existing home values by maintaining
structure height under 2-4 ft.

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

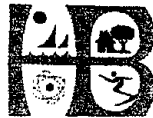
Some of the proposed presentations look like Irvine Spectrum or
the Block ~~area~~. These structures / centers would "clash"
with the existing look, feel, & culture of our beach town.
Surf City needs to be & preserve its casual, beach, outdoor
atmosphere & not turn into a carbon copy of more inland
~~commercial~~ commercial environments

3. Do you have any questions or comments regarding the environmental review process for this project?

reports.
All steps should be ~~at the~~ aired on the
public access channel

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RECEIVED
FEB 05 2003



PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: JOHN SISKER
Affiliation (if any): PACIFIC MOBILE HOME PARK / PACIFIC CITY ACTION COALITION
Address: 80 HUNTINGTON ST. #266
City: HUNTINGTON BEACH State: CAIF. ZIP: 92648
Phone: (714) 536-3850 jsisker@sprynet.com

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

CONTAMINATION OF 91-ACRE SITE IS A BIG CONCERN AND NOT
REMEDIED CORRECTLY IN 1999. STILL HAS LEAKING WELLS. NOT
TESTED AT OLD GAS PLANT SITE NORTH OF OLD HUNTINGTON
SHORES MOTEL FOR GASES OTHER THAN METHANE. CONTAMINATED
SOIL MOVED TO WATT SITE AND NOT CLEARED PROPERLY.
TRAFFIC CONCERNS NOT ADDRESSED ADEQUATELY.

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

NEED TO WIDEN HUNTINGTON STREET AT LEAST TWO LANES INTO PACIFIC
CITY PROPERTY, PLUS TURN POCKETS INTO PARKING GARAGES FROM
HUNTINGTON STREET. RESTRICT LEFT-TURNS OUT OF PARKING GARAGES.
RELOCATE ENTRANCE OF PACIFIC MOBILE HOME PARK TO THE END OF
THE DELAWARE STREET EXTENSION AND CLOSE HUNTINGTON STREET
ENTRANCE. OFFICIALLY DELETE DELAWARE STREET EXTENSION TO CONNECT WITH
HUNTINGTON STREET AT PACIFIC VIEW AVENUE, SOUTH OF ATLANTIC AVENUE

3. Do you have any questions or comments regarding the environmental review process for this project?

NOT ONLY CONNECTED ROADS NEED TO BE PROPERLY ADDRESSED SUCH
AS PCH, 1ST STREET, HUNTINGTON STREET AND ATLANTIC AVENUE BUT
SURROUNDING STREETS, INCLUDING DELAWARE AVENUE EXTENSION FROM
ATLANTIC AVENUE SOUTH TO CONNECT WITH HUNTINGTON STREET AT
PACIFIC VIEW AVENUE, THE ULTIMATE EXTENSION OF PACIFIC VIEW
AVENUE TO CONNECT WITH WALNUT ON THE WEST AND HAMILTON ON
THE EAST. THESE MUST BE CONDITIONS OF DEVELOPMENT FOR INCREASING
TRAFFIC IS DIRECT RESULT OF THIS AND WATERFRONT DEVELOPMENT

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PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: RANDALL SMITH
Affiliation (if any): RESIDENT
Address: 218 BALTIMORE AVE
City: HUNTINGTON BEACH State: CA ZIP: 92648
Phone: 714-969-0229

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

- TRAFFIC AND PARKING IMPACTS ON NEIGHBORING RESIDENTIAL STREETS "BEHIND" PROJECT.
- REDUCTION OF VIEWS FROM ALL PROPERTIES BEHIND THE PROJECT.
-

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

- WHY IS IT THAT ANY REMODELING OF MY PROPERTY ON BALTIMORE IS LIMITED TO 3 STORIES, YET THE RESIDENTIAL PORTION OF THE DEVELOPMENT IS ALLOWED TO GO TO 4 STORIES!! THIS IS HORRIBLY UNFAIR AND UNJUST TO THE CURRENT PROPERTY OWNERS.

3. Do you have any questions or comments regarding the environmental review process for this project?

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PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: Victoria Schasser
Affiliation (if any): _____
Address: 80 Huntington St #501
City: HB State: CA ZIP: 94648
Phone: (714) 374-4888

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

Traffic - Reality ✓ on Atlanta St.
will it be widened.
Rodents -

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

Traffic - How can Atlanta St not be
widened to accomodate the additional
traffic
Rodents -

3. Do you have any questions or comments regarding the environmental review process for this project?

Who will be responsible for the infestation
of Rodents? We are already experienced increase
of mice, rats & a few rabbits.

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PACIFIC CITY PROJECT ENVIRONMENTAL ISSUES QUESTIONNAIRE

Name: PAUL S. CROSS CAROL P. CROSS
Affiliation (if any): _____
Address: 109 HUNTINGTON ST
City: HUNTINGTON BEACH State: CA ZIP: 92648
Phone: _____

1. What environmental issues do you think should be addressed in the Environmental Impact Report (EIR)?

DENSITY OF CONDO PROJECT - TOO MANY UNITS - ONLY 1
HEIGHT OF CONDOS - NO FOUR STORIES - JUST TWO AND 7
SIGHT LINES AND VIEW - NORTH TO SOUTH VIEWS &
POWER LINES - NOT BURIED - SHOULD BE PLACED UNDERGROUND
HOTEL SITING - TOO CLOSE TO HUNTINGTON ST
MITIGATION MEASURES - EXPLAINED - DESCRIBED IN
ATTACHMENT HERE TO

2. Are there any additional issues/concerns about the project that you would like to bring to the City's attention?

ATLANTA - ORANGE BETWEEN 1ST AND 2ND ST IS AN ASPHALT "NO
MANE" LAND. STEPS SHOULD BE TAKEN TO MAKE THE ROADWAY
SAFE FOR PEDESTRIANS AND AUTOS. THERE IS NO NEED
FOR THAT STRETCH OF STREET BETWEEN 1ST AND 2ND
TO BE SO WIDE, WITH A HUGE ^{ANTICIPATED} INCREASE OF TRAFFIC
ON 1ST ST. TRAFFIC SHOULD NOT BE ENCOURAGED TO
SQUEEZE INTO ORANGE ST BETWEEN 1ST AND 2ND.

3. Do you have any questions or comments regarding the environmental review process for this project?

SEE THE ATTACHMENT

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Input from Ronald Satterfield
110 Huntington Street
(714) 969-0042

Pacific City:

provided at public Scoping meeting

Impacts are cumulatively significant on this project. This project will have an environmental effect, impact living conditions, which include, traffic, scenic views, population increase, increase on all public services for not just residents of surrounding area, but all residents of Huntington Beach.

Potentially significant impacts are extreme. I know that some of the issues can be resolved, but some of these issues will be left with the residents after the developer has finished their project made their profit and are gone.

Density.... High density residential will impact public service, fire, police and public facilities services and will directly effect population in adjoining areas.

Traffic effects, Traffic did not regionally address thoroughfare traffic that is overcrowded at this time. Did developer prior to project submittal complete traffic study?

Huntington Street is not shown enlarged to 90 foot four lane right of way. Huntington Street is used as a main artery route for public buses and fire equipment for direct access to PCH. Huntington Street is heavy use by public now; the project will increase traffic and cause an impact for volume and spread to surrounding streets. Encroachments for infrastructure, roads and right of ways for road improvement will be necessary, Where is this property taken from? From the developer property or public and/or residential property?

Substantial adverse effect on proposed project would result in effect of public view, view corridors and other adjacent area view. This is a very potentially significant impact. As per the marketing prospectus, I quote "Intimate terraces will provide places for families and friends to enjoy stunning oceanview vistas." Makar Properties. Our properties have had Vistas and views for over four decades. Was any concern for the residents taken in this issue?

Four-story condos will leave us with 40 to 50-foot stucco walls, what a change from today.

Commercial property will generate tax money for the City; Residential will bring in mitigated funds one time, then a small amount of residential tax returned by the State. We do not need more high-density condos. What we need is to help balance the budget, cash registers in commercial building, with hotels, restaurants, and retail that will generate money year after year into the City General Fund. Lets not increase public service and possibly increase city fees. We need to balance the city budget.

Why would the City give an excessive construction schedule ? 10 years

WITH COOPERATION OF CITY, DEVL & RESIDENTS
WE COULD HAVE A WIN / WIN SITUATION.

TRANSCRIPT OF PROCEEDINGS

CITY OF HUNTINGTON BEACH

PACIFIC CITY PROJECT

ENVIRONMENTAL ISSUES QUESTIONNAIRE

VERBAL RESPONSES

Taken on Monday, January 27, 2003, at 6:00 p.m.

1 Transcript of Proceedings, taken before Lisa
2 Moskowitz, a Certified Shorthand Reporter for the State
3 of California, with principal office in the County of
4 Orange, commencing at 6:00 p.m., Monday, January 27,
5 2003, at the Huntington Beach Library at 7111 Talbert
6 Avenue, Huntington Beach, California.

1 JOHN SISKER: The concerns I have -- the precise
2 widening and realignment of Huntington Street, Atlanta
3 Avenue, First Street and then related intersections,
4 which includes all the projected future circulation
5 elements of traffic flow patterns; the figuration of
6 curbs, gutters, sidewalks, pedestrian paths, bikeways,
7 underground utilities and other infrastructure needs,
8 curb cuts, bus routes, ingress egress into the
9 development and surrounding communities and the needs to
10 be determined for both sides of each street, not just
11 their project, but the other side, the residential and
12 mobile home park and surrounding lands.

13 They refer also to improvements from the center
14 line in certain directions. I want to know if that's
15 existing center line of the street or the center line is
16 realigned and then from the new center line. Also, the
17 final extension of Delaware Avenue from Atlanta Avenue,
18 which would go south and connect with Pacific View at
19 Huntington Street, the exact time frame. The Pacific
20 View/Huntington Street intersection, when's that to be
21 signalized because it's geared up for signals and
22 possibly with that Delaware Avenue extension, if it
23 connects in there.

24 The total impact of Pacific Mobile Home Park in
25 regards to Huntington Street, Atlanta Avenue, Delaware

1 Street and Pacific View, the final alignment and/or
2 improvements and the mobile home park entrance, how
3 that's affected. The total number and identified homes
4 to be displaced, the setback for requirements on the
5 street for traffic flow. In other words, Huntington
6 Street, in particular. They say they're not going to
7 widen it yet they're going to have two parking
8 structures on their property and with increased traffic.
9 So how is the traffic going to slow down, turn into the
10 parking structure once residents come out and make right
11 and left-hand turns into a street that can't handle that
12 traffic now?

13 10 to 16 foot easement into Pacific Mobile Home
14 Park by Edison parallels Huntington Street, when, in
15 fact, that comes into play. The utility poles,
16 above-ground utility poles along Huntington Street into
17 Pacific Mobile Home Park's property. The taking through
18 eminent domain of Pacific Mobile Home Park, when and
19 where compensation for the residents and the land owner,
20 the market value, question mark. Do they get a market
21 value? Also any houses taken along the northern edge of
22 Atlanta Avenue, the residential houses along there for
23 the widening of Atlanta and the widening of Atlanta,
24 too, from Huntington Street to Delaware Street and the
25 impact of Pacific Mobile Home Park again.

1 The parking was inadequately addressed by
2 Pacific City Project nor the projected traffic patterns
3 nor the impact on surrounding streets. Are they going
4 to have valet parking for the hotel? How many total
5 parking spaces, standard spaces or all subcompact
6 spaces? The future tie-in -- or future of Pacific
7 Mobile Home Park, the tie-in to Pacific City and other
8 developers or private enterprises. The upgraded park
9 conditions or change of land use. If the park stays, do
10 the owners of the park intend to upgrade the park to
11 start fitting in with surrounding developments, or would
12 that site where the mobile home park be a future site
13 for a parking lot or parking structure for the Pacific
14 City Project and/or the Waterfront resort development?
15 I think that's it.

16 PATTI GLAMYIMA: I have some major, major concerns
17 with traffic congestion on Atlanta. Right now we have
18 tremendous backup on Atlanta and Huntington, which is a
19 four-way stop. Alabama is impossible to get out of; so
20 if you impact this, Alabama is never going to be able to
21 get out of the street. They have a walkway that comes
22 into Alabama; so we're going to have even more
23 tremendous problem with visitors parking on the street,
24 blocking our driveways if all they have to do is park
25 there and walk into this facility. I want to know what

1 they're going to do with the traffic congestion that's
2 already on Atlanta and what they're going to do with the
3 residents that live on Alabama, Baltimore, Chicago, and
4 in that area.

5 LARRY SCIBLO: My concern is that they're going to
6 need to widen Atlanta east of Huntington Street towards
7 Beach Boulevard. I live in Pacific Mobile Home Park. I
8 live on Fifth Street. There's only two houses that can
9 be encroached upon if they were to widen Atlanta, and my
10 concern is that they're going to take my home when they
11 do that. Now, everybody keeps telling me there are no
12 plans -- there are plans to widen Atlanta. This project
13 does not facilitate the need to widen Atlanta according
14 to their initial environmental impact. I don't see how
15 they can have 400 condominium units that's going to add
16 at least over a thousand people easy and not have an
17 impact on the traffic flow down Atlanta Street.

18 SALLY SATTERFIELD: Hi. My first concern is that
19 this meeting was not adequate enough to receive public
20 information and provide positive public forum. It was
21 okay when there were only a few people present, but when
22 the room got crowded, staff comments and information was
23 diluted. So therefore I really believe that another
24 meeting should be set where it is a public forum where
25 everybody sits down, we all see the same information,

1 and we see staff giving us information all at one time.

2 My second concern is looking at this
3 development -- I know it's important to have a
4 development to bring the revenue we need in order to
5 balance our budget, but I believe that Huntington Street
6 needs to be widened. I'm concerned about the traffic
7 issues especially at Huntington and Atlanta because I
8 live there at this point. I think the 31 acres -- the
9 amount of activity you're planning on putting in the
10 31 acres is way too much when you have all the other
11 things going on adjacent to it. I'm concerned about the
12 sewer system, but the staff has informed me my issues
13 and sewer system in the outskirts of the 31 acres is
14 another issue, and it doesn't have to do with this
15 project. I really don't believe that. I think we
16 should deal with what's going on outside this project
17 first in the sewer system and then deal with the
18 project.

19 After seeing the new hotel that was just
20 recently built at Atlanta -- Beach Boulevard and P.C.H.,
21 it's gorgeous. I think that it is way beyond the
22 Waterfront Hilton, and I really honestly believe that
23 the city forefathers -- if they want revenue, they need
24 to re-think this 31 acres and maybe make it entirely
25 commercial so that those people that attend that hotel

1 and the Waterfront Hilton will go to this location
2 versus going down to Newport Beach.

3 I just wanted to add the comment that I felt
4 that the mailer circulation was not large enough. It
5 was only like a thousand feet from -- in other words, it
6 needs to go further out to get to the residents of
7 Huntington Beach. It was too short, too close. It was
8 a trailer park and a few businesses along one side and a
9 few homes adjacent but not to all the people that are
10 impacted. I'd like to have a bigger area for the
11 mailing of all this information.

12 RICHARD PYLES: Essentially I would like mitigation
13 to the greatest extent that's still possible. I'll
14 assume obviously the real estate now is in private
15 hands. I don't know what options are available to
16 residents in the area, but the density of the downtown
17 area has just become overwhelming as far as population
18 density. It's essentially become more like a Manhattan,
19 New York than a beach community in Southern California.
20 I think a better model might be something like Seal
21 Beach or Laguna Beach where there are some set-asides
22 for parks that are within proximity of the beach. This
23 doesn't seem to be much of the case in Huntington Beach
24 other than the boardwalk trail that is along the cliffs.

25 I'm concerned as far as -- the first concern

1 really is I would love to stop the entire project and do
2 a park, but that's probably not possible. So any kind
3 of other mitigation where the developers are required to
4 set aside a percentage of the land to be left in some
5 state of park use, lower density where children and
6 people can use it for quality of life type of
7 experience. We've been Starbucks'ed to death. I don't
8 know if another Starbucks is going to enhance our
9 quality of life while I think we can enjoy some more
10 green space in proximity to the beach. That's point
11 one.

12 Point two, I guess, would be I have a very deep
13 concern about run-off. Again, our water quality in
14 Huntington Beach tends to be problematic. It's often
15 the beach has to be closed due to problems with
16 bacterial levels. This will only create an
17 intensification of that process or problem. Again, the
18 use of that land could probably -- not being paved would
19 mean that land as it used to be many years ago as a
20 wetland could help absorb some of the run-off and would
21 enhance water quality, but with this project it's going
22 to do quite the opposite, which would mean more beach
23 closures, which would mean less revenue to the City,
24 which would mean problems with our tax base being eroded
25 through the lack of sales taxes and other revenue

1 streams.

2 Point number three, I guess, as a resident that
3 lives within a few hundred yards of this proposed
4 project, it seems fairly late in the game that the
5 citizens are being brought into the process. I really
6 don't have a deep understanding of how the review
7 process works. It seems that perhaps an opportunity
8 should have been presented to the residents of the area
9 sooner before this project has gained such a large level
10 of momentum.

11 My suggestion would be perhaps in the future
12 opportunities to be able to perhaps weigh in on these
13 projects before the developments seem to have been put
14 together in such a -- the review process would probably
15 be better served if it were done earlier before the
16 projects are fully fleshed out.

17 MAX WOOD: My name is Max Wood. I live at First and
18 Atlanta in the Huntington Bay Shore Condos. I was
19 concerned about the -- how many stories would be on
20 First Street -- what are they condos? Townhomes. I
21 wanted to know the height of the townhomes on First
22 Street. Also, I wanted to ask if there was going to be
23 a major grocery store, which there is apparently going
24 to be a market. I'm assuming it would be more like
25 Gelson's than a major chain, though.

1 The other question or concern was I wonder how
2 many hotels we'll end up with. If we have the Hilton
3 and Hyatt, and somebody said there's going to be another
4 one between the Hilton and Hyatt, one in this complex as
5 well. I'm in the hotel business. It's good for me, but
6 too many is not good because somebody is not going to
7 make it. That's it.

8 RON SEMON: I am a resident of the city of
9 Huntington Beach and looking at opening a business in
10 the new Pacific City Project. As an answer to No. 1, my
11 only concern is that the soil is properly cleaned or the
12 ER report gives it a clean bill of health so that it can
13 be built upon due to all the past oil wells and so forth
14 that have been there.

15 In terms of No. 2, no, I do not have any
16 concerns about the project, and I think the city should
17 move forward with the project.

18 On No. 3, I will assume the city hired a
19 reputable firm to do the environmental studies so that
20 shouldn't be a concern. I want to make sure they're
21 aware that I am -- I want to see this project go
22 forward, and as a 15-year resident of the city, I will
23 do everything I need to in order -- in terms of voting
24 to make sure it goes forward. The company is Surf City
25 Partners. That's all.

1 STEVE SCHULZ: My first concern is the height of the
2 structures. I think three and four stories is not in
3 keeping with that area, that part of town. It's too
4 tall.

5 My second major concern would be access,
6 pedestrian access from the downtown area down towards
7 the beach. Right now there is no access essentially
8 through that area. So if they could have some open
9 pedestrian pathways as they've shown, those would be
10 highly desirable.

11 My third concern would be the density of the
12 project. It seems really dense for downtown. It's
13 already very crowded in that part of town. There's a
14 lot of rentals, high density homes, condos, apartments.
15 Another complex of condominiums with that amount of
16 density seems too high for that part of town. Those are
17 my three major concerns.

18 The two eight-story hotels on the corner of
19 Huntington and P.C.H. are just out of place, in my
20 opinion, with the whole development. They seem way too
21 tall, and they would create sort of an urban environment
22 in the downtown area which is right now a small
23 residential community.

24 CRAIG WOOD: There's only one thing that I am
25 concerned about. I am concerned about widening Atlanta

1 on the north side and east of Huntington Street. I
2 would prefer that Atlanta be widened on the south side
3 in the mobile home park. We're second from the corner.
4 If they take that one house -- there's talk there's
5 actually going to be a house taken -- actually maybe two
6 or three -- in order to widen Atlanta on the north side
7 which I would prefer going on the south side. There's
8 still room on the south side where the mobile home park
9 is.

10 (WHEREUPON THE PROCEEDINGS WERE ADJOURNED AT
11 8:00 P.M.)

12 (CERTIFICATE OF DEPOSITION OFFICER ATTACHED ON
13 FOLLOWING PAGE HEREOF.)
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REPORTER'S CERTIFICATE

The undersigned Certified Shorthand Reporter
licensed in the State of California does hereby certify:

That the foregoing deposition was taken before
me at the time and place therein set forth at which time
the witness was duly sworn by me;

That the testimony of the witness and all
objections made at the time of the examination were
recorded stenographically by me and were thereafter
transcribed, said transcript being a true copy of my
shorthand notes thereof.

That the dismantling of the original transcript
will void the reporter's certificate.

I further declare that I have no interest in
the outcome of the action.

In witness whereof, I have subscribed my name

this 2nd day of February, 2003.



LISA MOSKOWITZ
CSR NO. 10816, RPR